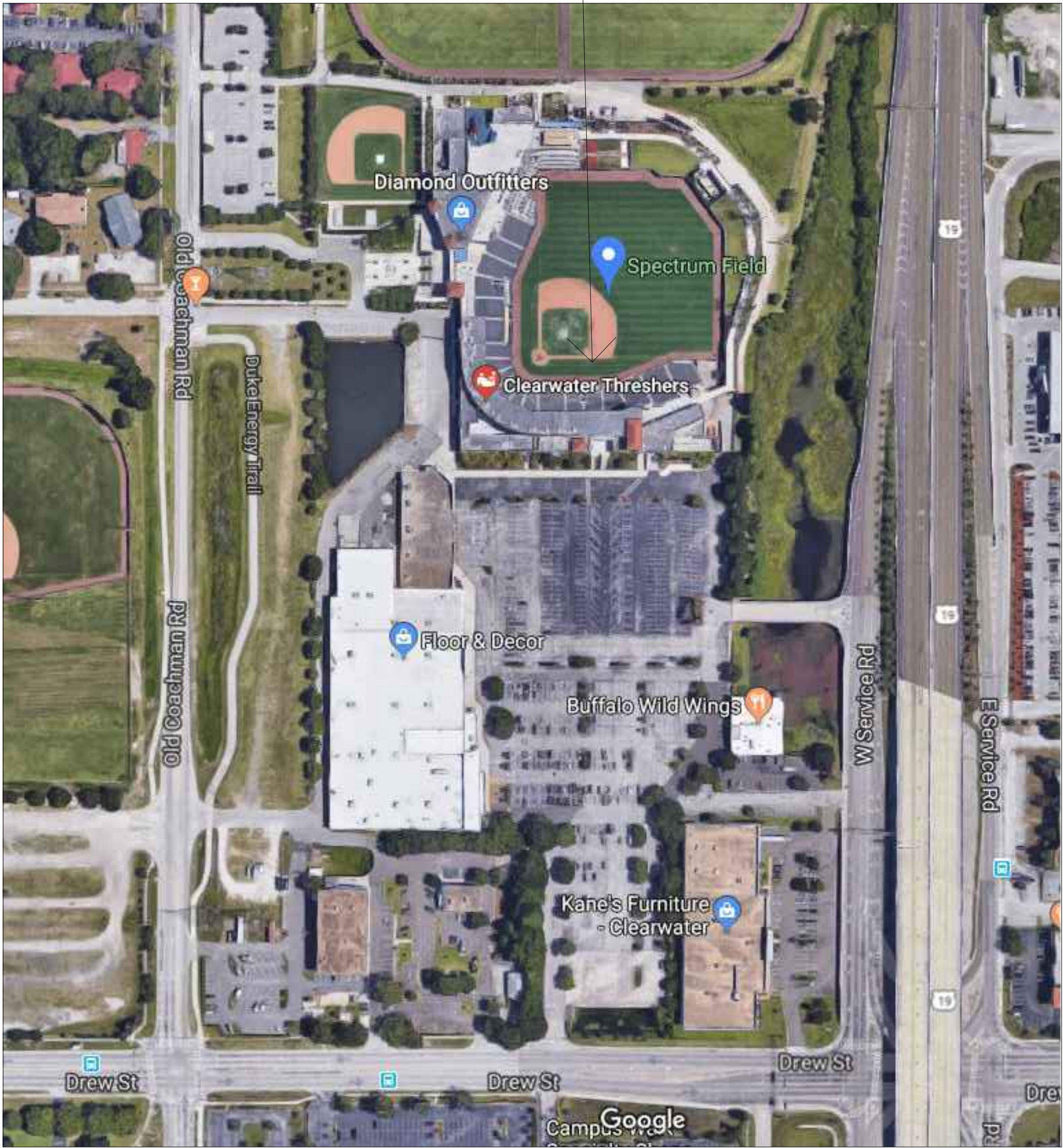


SITE LOCATOR PLAN
NTS



AERIAL VIEW
NTS

CITY OFFICIALS

BRUCE RECTOR	MAYOR
RYAN COTTON	COUNCILMEMBER
MIKE MANNINO	COUNCILMEMBER
DAVID ALLBRITTON	COUNCILMEMBER
LINA TEIXEIRA	COUNCILMEMBER
JENNIFER POIRRIER	CITY MANAGER

TARA KIVETT, P.E.
CITY ENGINEER

APPROVED FOR
CONSTRUCTION

APPROVED DATE

SITE LOCATION

STRUCTURAL DRAWING INDEX

- SR-1 COVER
- SR-2 SUITE LEVEL PLAN
- SR-3 SURVEY PHOTOS (SUITE LEVEL)
- SR-4 MAIN CONCOURSE LEVEL PLAN
- SR-5a SURVEY PHOTOS (MAIN CONCOURSE PLAN)
- SR-5b SURVEY PHOTOS (MAIN CONCOURSE PLAN)
- SR-5c 2025 SURVEY PHOTOS (ADDENDA #2)
- SR-5d 2025 SURVEY PHOTOS (ADDENDA #2)
- SR-6 LOWER LEVEL PLAN
- SR-7a SURVEY PHOTOS (LOWER LEVEL)
- SR-7b SURVEY PHOTOS (LOWER LEVEL)
- SR-8 DETAILS
- SR-9a DETAILS
- SR-9b DETAILS
- SR-10 DETAILS
- SR-11 DETAILS
- SR-12 DETAILS
- SR-13 DETAILS
- SR-14 DETAILS
- SR-15 DETAILS
- SR-16 DETAILS

PROJECT CRITERIA

I. SCOPE OF SERVICES:

- MISC. CONCRETE REPAIRS (SEE SOV).
- VARIOUS LEAKS REPORTED BY SEAN MCCARTHY.
- REPLACE EJ COVER AT DIAMOND OUTFITTERS (MATCH EXISTING).
- RUSTED RAILING POST POCKETS.
- REPLACE TRENCH COVERS.
- BATTER'S EYE STAIRS REFINISHED.
- RE-PAINTING OF RUSTED RAILINGS.
- REPLACE GATE SLEEVES, REPAIR CONCRETE.
- REPLACE DRAIN BOXES AT SW CORNER OF STADIUM.
- PROVIDE DRAIN EXTENSIONS TO CB AT THE SW CORNER OF THE STADIUM.
- ALTERNATES AS NOTED HERE-IN.
- ADDENDA #2 - LIST OF REPAIRS (2025).

II. DESIGN CRITERIA:

- APPLICABLE CODE IS THE 2023 FLORIDA BUILDING CODE.
- DESIGN LOADS:
 - WIND CRITERIA = RISK CATEGORY " II " WITH A "C" EXPOSURE.
 - WIND SPEED = 145 MPH

III. CLASSIFICATION OF WORK

- THE WORK IS NECESSARY TO ADDRESS MINOR CONCRETE ITEMS AND TO PROTECT ALL STEEL ITEMS BY RE-PAINTING.
- ALTERATION - LEVEL - 1 (SECTION 602 OF THE EXISTING BUILDING CODE.)



This item has been electronically signed and sealed by James V Barnes PE using a Digital Signature and date. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

DESIGN DOCUMENTS,
STRUCTURAL REPAIRS
(2024 / 2025)
PHASE II

DATE: 05/30/25
SCALE: 1" = 40'-0"
JOB: CLWRC 25002

SHEET
SR-1
1 OF 21 SHEETS

BAYCARE BALL PARK
601 N OLD COACHMAN ROAD
CLEARWATER, FLORIDA 33765

ISSUED FOR
BIDDING
(5/30/25)

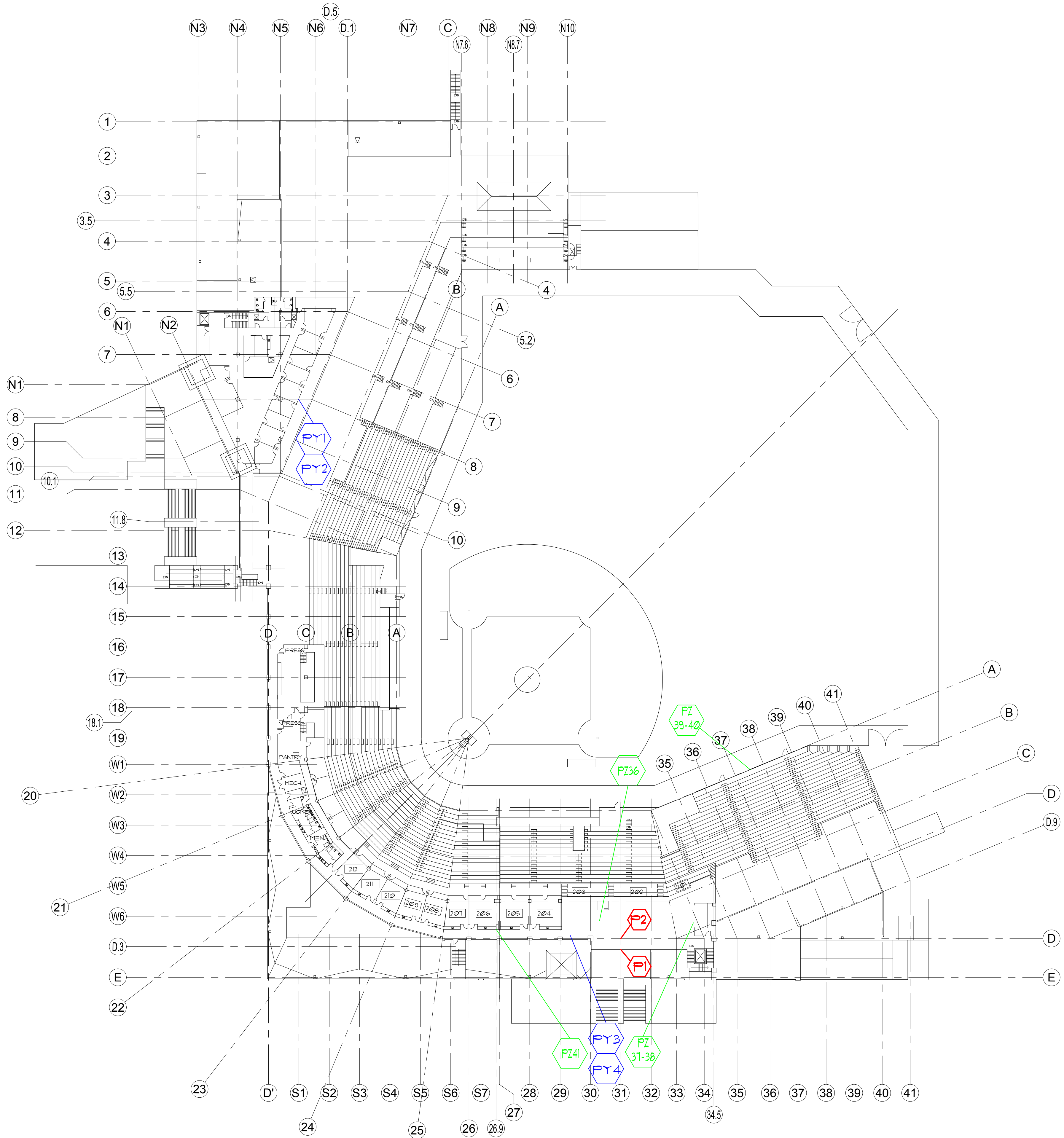


PENNONI LIST OF REPAIRS (2024)	
1.	LEAK FROM 3RD LEVEL BIG SHARK AREA DOWN TO THE ENTRY GATE. P1, P2

PHILLIES LIST OF REPAIRS (2024) ADDENDA #1	
1.	(PY1) JASON'S OFFICE LEAK
2.	(PY2) JASON'S OFFICE LEAK
3.	(PY3) VISITORS CLUBHOUSE LEAK
4.	(PY4) VISITORS CLUBHOUSE LEAK
NOTE: NUMBERS CIRCLED IDENTIFY ITEMS THAT ARE "ALTERNATES". SEE THE SOV.	

PHILLIES LIST OF REPAIRS (2025) ADDENDA #2	
1.	PZ 42 RAMP DOORWAY REMOVAL/HEIGHTENED BY 16"
2.	PZ 33 - 34 ELEVATOR STAIR REPAIR- LEAK
3.	PZ 35 ELEVATOR STAIRS IN ARCH
4.	PZ 60 VISITORS DUGOUT HITTING AREA LEAK (116)
5.	PZ 18 & 33 - 34 STAIRWELL TREADS - REPAINT/RETIGHTEN
6.	PZ 12 CONCRETE REPAIR CORNER OF PICNIC AREA
7.	PZ 14 CONCRETE REPAIR LF CONCESSION BY GARAGE DOOR (NIC)
8.	PZ 37 - 38 BIG SHARK GARAGE DOOR RUSTING
9.	PZ 16 - 17 118 EXPANSION JOINT LEAK
10.	PZ 1 - 4 & 15 STORE AND TICKET OFFICE STILL LEAKING
11.	PZ 54 - 55 LEAK UNDERNEATH AT SECTIONS 110, 111, 112
12.	PZ 26 RF RESTROOM LEAK DOWN BELOW
13.	PZ 57 TIKI BAR STEPS RAILING AT BOTTOM
14.	PZ 59 REPLACE BOTTOM OF WEST STAIRWELL DOOR (BENT)
15.	PZ 28 / PZ30 CRACKS @ BOTH BATTERS EYE BRIDGE AND RF BRIDGE
16.	PZ 32 & 36 LEAK FROM BIG SHARK DOWN TO SOUTH GATE BELOW
17.	PZ 31 VENTING OF SORTS FOR THE PIZZA STAND TO HELP REMOVE THE HEAT (NIC)
18.	PZ 43 - 46 DRAINAGE ISSUE WAREHOUSE RAMP
19.	PZ 50 SIDEWALK CRACKS SOUTHSIDE (SAFETY ISSUES)
20.	PZ 51 - 52 RUSTING RAILINGS WEST AND SOUTH GATES
21.	PZ 41 REPLACE 3RD FLOOR EXPANSION JOINT COVERS
22.	(NO PHOTO) RE-CAULK AROUND ALL FIRE PIPES (NIC)
23.	PZ 20 - 22 REDO MIDDLE STAIRWELL LANDINGS WITH NON-SLICK FLOOR
24.	PZ 36 RE-CAULK SPIDERING ON BIG SHARK
25.	PZ 39 - 40 RAILINGS RUSTING BOTTOM OF SECTIONS 201 THROUGH 203
26.	PZ 19 REATTACH/FIX SECTION/WAYFINDING SIGNS TO UNDERNEATH OF SUITES ROOF
27.	PZ 27 RF BRIDGE RUSTING RAILING
28.	PZ 5 CAULK ALL WALLS IN ALL CONCESSION STANDS (FRONT AND BACK)
29.	P8, P9, P10 CAULK ALL WALLS IN ALL BATHROOMS
30.	PZ 6 - 7 PLAYGROUND FENCING LOOSE NEAR LF CONCESSION STAND
31.	PZ 8 SEAL FLOORING TO LF CONCESSIONS STORAGE ROOM TO PREVENT LEAKS BELOW
32.	PZ 9 PLAYGROUND FLOORING REMOVED/ REPLACED
33.	PZ 10 CRACKED CONCRETE BY LF WOMAN'S BATHROOM NEAR WATER FOUNTAIN
34.	PZ 11 MISSING CONCRETE LF MEN'S BATHROOM DOOR
35.	PZ 13 CRACKED CONCRETE STAIRS OF PICNIC AREA
36.	PZ 12 MISSING CAULKING LF BY CORNER OF PICNIC AREA
37.	PZ 58 CRACK CONCRETE OUTSIDE BEERS OF THE WORLD
38.	PZ 23 & 24 EXTEND RAILING AT TOP OF SECTION 108 TO BLOCK SECTION 107 (SAFETY ISSUE)
39.	PZ 25 RUSTING OF METAL GARAGE DOOR PIZZA STAND (CHECK OTHERS THROUGHOUT FACILITY)
40.	PZ 47 - 49 LEAK INTO VISITORS CLUBHOUSE FROM DRAINAGE OUTSIDE
41.	LEAK INTO HOME CLUBHOUSE FROM SOMEWHERE IN KID ZONE AREA ABOVE (ALREADY INCLUDED UNDER BASE BID ITEM PHOTO PX4)

NOTE:
PZ PHOTOS WERE TAKEN ON 5/1/25 AND 5/9/25



ADDENDA #2

SUITE LEVEL PLAN (3RD LEVEL)



ISSUED FOR
BIDDING
(5/30/25)

BAYCARE BALL PARK
601 N OLD COACHMAN ROAD
CLEARWATER, FLORIDA 33765

DESIGN DOCUMENTS:
STRUCTURAL REPAIRS
(2024 / 2025)
PHASE II

DATE: 05/30/25

SCALE: 1" = 40'-0"

JOB: CLWRC 25002

SHEET

SR-2

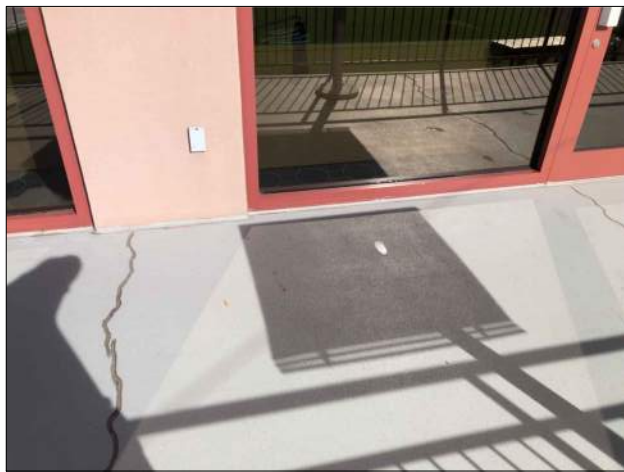
2 OF 21 SHEETS



P1 CONCRETE CRACK+ LEAK FROM 3RD LEVEL BIG SHARK AREA TO THE ENTRY GATE



P2 CONCRETE CRACK+ LEAK FROM 3RD LEVEL BIG SHARK AREA TO THE ENTRY



PY1 LEAK, JASON OFFICE



PY2 LEAK, JASON OFFICE



PY3 LEAK, VISITORS CLUBHOUSE



PY4 LEAK, CRACKING, VISITORS CLUBHOUSE

DESIGN DOCUMENTS,
STRUCTURAL REPAIRS
(2024 / 2025)
PHASE II

BAYCARE BALL PARK
601 N OLD COACHMAN ROAD
CLEARWATER, FLORIDA 33765

DATE: 05/30/25
SCALE: 1" = 40'-0"
JOB: CLWRC 25002

SHEET
SR-3
3 OF 21 SHEETS

Pennoni
2735 Old Village Drive
Clearwater, FL 33760-3137
(727) 325-1246
Fax: (727) 325-1247
JAMES VINCENT BARNES III
Florida P.E. #77754
Pennoni Project No. CLWRC25002

ISSUED FOR
BIDDING
(5/30/25)

PENNONI LIST OF REPAIRS (2024)

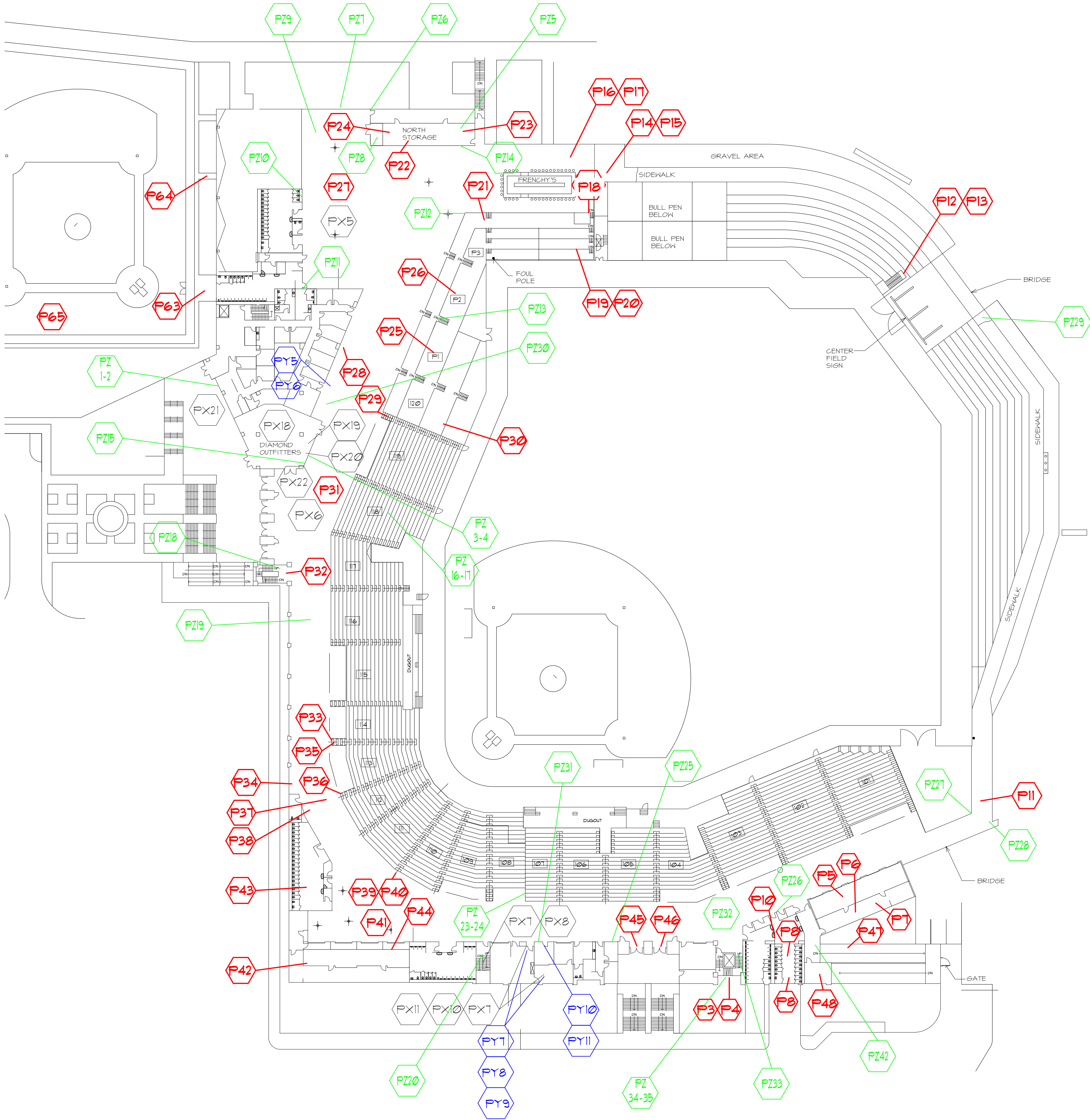
1. CONCRETE HOLE INSIDE LF CONCESSION NEAR ROLL GATE. **P22, P23, P24**

PHILLIES LIST OF REPAIRS (2024)

2. BATTER'S EYE STAIRS NEED TO BE RE-DONE. **P12, P13**
3. RAINWATER POOL AT BASE OF STAIRS, HALF FIELD. **P65**
4. WATER GETTING INTO HOME CLUBHOUSE HALLWAY BY HALF FIELD. **P63, P64**
5. REBAR IN THE KID ZONE. **P27**
6. ELEVATOR STAIRS INSIDE. **P3, P4**
8. CRACK BY TIKI 2. **P14, P15**
9. RUSTING RAILINGS ALONG TIKI BAR NEAR TIKI 2 AND STAGE. **P16, P17**
10. EXPOSED REBAR TIKI TIERS WALLS FIRST AND SECOND LEVEL. **P19, P20**
11. TIKI TIER STAIRS CRACKS ON STAIRS AND BY RAILINGS ON RIGHT SIDE NEAR PICNIC AREA. **P21**
12. RUSTING RAILINGS TIKI TIERS. **P18**
13. TOP LEFT SIDE OF TIKI TIERS STAIRS CRACK. **P21**
14. RE-DO FLOORING IN ALL CONCOURSE BATHROOMS (JUST LIKE THE FAMILY BATHROOMS) **P8, P9, P10, P43, P44**
15. CRACK AND SPALL ALONG PICNIC AREA RAILINGS TOP LEVEL. **P25, P26**
16. CRACK BY OFFICE CANDLEWOOD SUITES SIGN. **P28**
17. TOP OF 120 CRACK. **P29**
18. RUSTING RAILING OF STAIRS IN PICNIC AREA. **P30**
19. EXPANSION JOINT COVER BY STORE COMING UP AT CORNER. **P31**
20. REBAR WEST STAIRWELL CONCOURSE LEVEL. **P32**
21. REBAR BEHIND SAUSAGE STAND. **P34**
22. SECTION 114 CHIPPED CONCRETE NEAR HANDICAP AREA. **P33**
23. REBAR 113 NEAR HANDICAP. **P35, P36**
24. LONG CRACKS SECTION 112/113 FROM HOT DOG STAND TO STAIRS. **P37**
25. CRACK NEAR SHERATON SIGN AT 112. **P38**
26. CRACK BY 111 NEAR SEATS. **P39, P40**
27. SPIDERING CRACKS ALL ALONG CONCOURSE. **P41**
28. GATE HOLES MISSING IN MULTIPLE LOCATIONS OR CONCRETE CHIPPED OUT (WEST AND SOUTH GATE) **P45, P46**
29. LEAKS RF CONCESSION STAND/RESTROOMS/RAMP INTO WAREHOUSE BELOW. **P5, P6, P7**
30. RE-DO ALL CONCESSIONS FLOORS. **P5, P6, P7, P23, P24, P42** (SEE ALTERNATES)
31. CRACK NEAR RF BRIDGE. **P11**
36. CRACKS ALONG ENTIRE RAMP. **P47**
37. EFIS REPAIRS BY RAMP AND OTHER LOCATIONS THROUGHOUT FACILITY. **P48**
38. PX5. DRAIN ABOVE OFFICE LEAK
39. PX6. JOINT COVER COVER CURLING AT SOUVENIR SHOP.
40. PX7. LEAK AT WALL / STAIR STRINGER.
41. PX8. LEAK AT WALL / STAIR STRINGER.
42. PX9. DOOR TO KITCHEN, PIZZA RESTAURANT.
43. PX10. ENTRYWAYS AT PIZZA RESTAURANT.
44. PX11. KITCHEN AT PIZZA RESTAURANT.
45. PX15. VISITORS INSIDE WATER COMING BETWEEN COLUMN AND PIPE.
46. PX16. VISITORS OUTSIDE FAR AWAY PICTURE OF AREA BELIEVED TO BE WHERE WATER IS COMING IN.
47. PX17. VISITORS OUTSIDE CLOSE UP PICTURE OF AREA BELIEVED TO BE WHERE WATER IS COMING IN
48. PX18. STORE SOUTH EAST WINDOW WATER GETTING IN.
49. PX19. STORE SOUTH EAST CORNER WATER GETTING IN.
50. PX20. STORE NORTH EAST WINDOW WATER GETTING IN.
51. PX21. TICKET OFFICE WATER ENTERING VIA WINDOW 5.
52. PX22. EXPANSION JOINT SOUTH OFFICE WATER LEAKING DOWN TO OFFICES BELOW.
53. **PY5**. JASON'S OFFICE LEAK
54. **PY6**. JASON'S OFFICE LEAK
55. **PY7**. VENDOR COMMISSARY AND PIZZA LEAK FROM ABOVE.
56. **PY8**. VENDOR COMMISSARY AND PIZZA LEAK FROM ABOVE.
57. **PY9**. VENDOR COMMISSARY AND PIZZA LEAK FROM ABOVE.
58. **PY10**. EMPLOYEE ROOM LEAK FROM ABOVE.
59. **PY11**. EMPLOYEE ROOM LEAK FROM ABOVE.

NOTES:
NUMBERS CIRCLED IDENTIFY ITEMS THAT ARE "ALTERNATES". SEE THE SOV.

1. P PHOTOS WERE TAKEN ON 5/2/24.
2. PX PHOTOS WERE TAKEN ON 7/10/24.
3. PY PHOTOS WERE TAKEN ON 8/12/24.



ADDENDA #2

MAIN CONCOURSE PLAN (2ND LEVEL)

DESIGN DOCUMENTS,
STRUCTURAL REPAIRS
(2024 / 2025)
PHASE II

DATE: 05/30/25
SCALE: 1" = 40'-0"
JOB: CLWRC 25002

SHEET
SR-4
4 OF 21 SHEETS

BAYCARE BALL PARK
601 N OLD COACHMAN ROAD
CLEARWATER, FLORIDA 33765

ISSUED FOR
BIDDING
(5/30/25)

Pennoni
5755 Rio Vista Drive
Clearwater, FL 34616-5137
727.465.1700
JAMES PENNONI, P.E.
Florida Lic. 7819
Professional Engineer
Pennoni Project No. CLWRC25002



P3 STAIRS BEHIND ELEVATOR



P4 STAIRS BEHIND ELEVATOR NIC



P5 LEAKS RF CONCESSION STAND/RESTROOM/RAMP INTO WAREHOUSE BELOW: RE-DO ALL CONCESSION STAND FLOORS



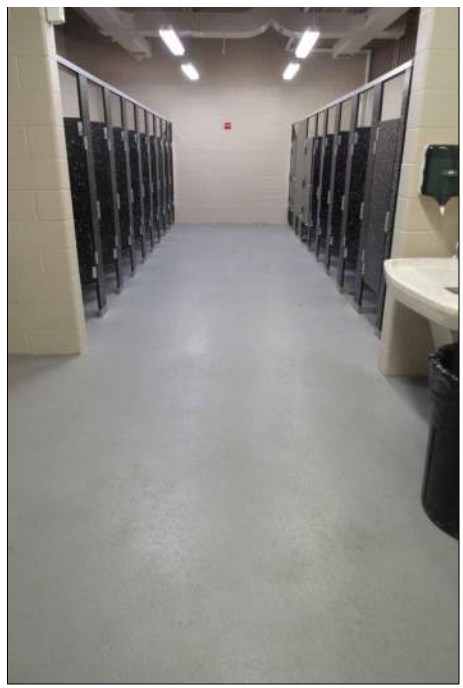
P6 LEAKS RF CONCESSION STAND/RESTROOM/RAMP INTO WAREHOUSE BELOW: RE-DO ALL CONCESSION STAND FLOORS



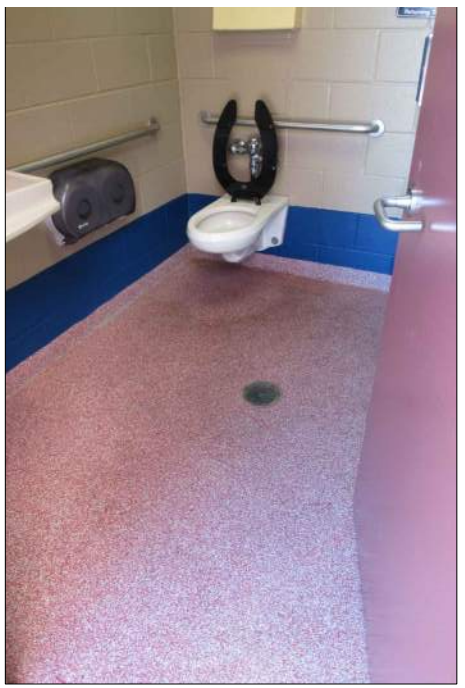
P7 LEAKS RF CONCESSION STAND/RESTROOM/RAMP INTO WAREHOUSE BELOW: RE-DO ALL CONCESSION STAND FLOORS



P8 RE-DO ALL CONCOURSE BATHROOMS (JUST LIKE FAMILY BATHROOM)



P9 RE-DO ALL CONCOURSE BATHROOMS (JUST LIKE FAMILY BATHROOM)



P10 RE-DO ALL CONCOURSE BATHROOMS (EXAMPLE:FAMILY BATHROOM, PICTURED)



P11 CONCRETE CRACK AT BRIDGE



P12 BETTER'S EYE STAIRS TO BE RE-DONE



P13 BETTER'S EYE STAIRS TO BE RE-DONE



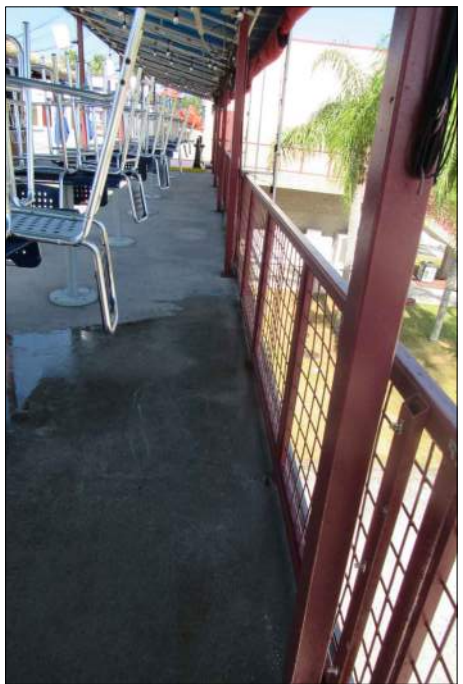
P14 CONCRETE CRACK AT TIKI 2



P15 CONCRETE CRACK AT TIKI 2



P16 RUSTING AT RAILING ALONG TIKI BAR AT TIKI 2 AND STAGE



P17 RUSTING AT RAILING ALONG TIKI BAR AT TIKI 2 AND STAGE



P18 RUSTED RAILING AND CONCRETE CRACK AT TIKI TIERS



P19 EXPOSED REBAR AT TIKI TIERS WALLS, FIRST AND SECOND LEVEL



P20 EXPOSED REBAR AT TIKI TIERS WALLS, FIRST AND SECOND LEVEL



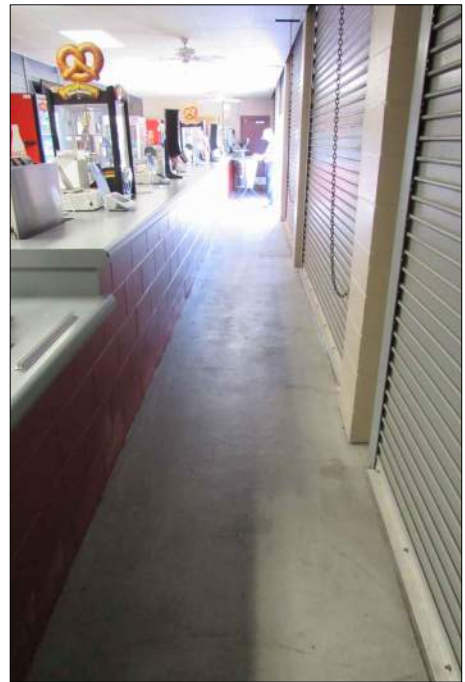
P21 CONCRETE CRACK AT TIKI TIER STAIRS AND RAILING AT PICNIC AREA



P22 CONCRETE HOLE INSIDE LF CONCESSION AT ROLL GATE (RE-DO ALL CONCESSION STAND FLOORS)



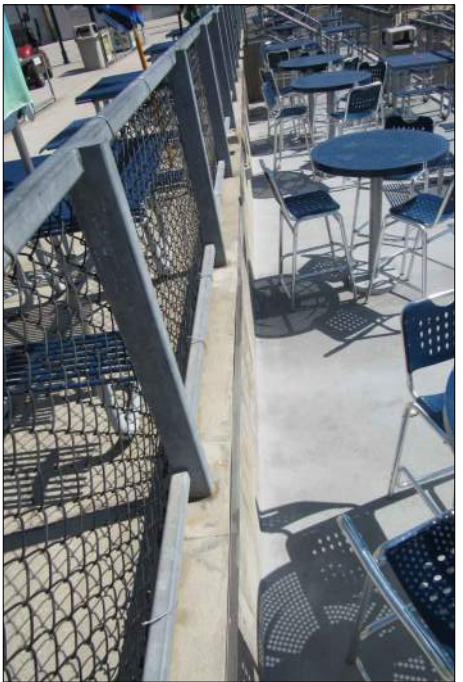
P23 CONCRETE HOLE INSIDE LF CONCESSION AT ROLL GATE (RE-DO ALL CONCESSION STAND FLOORS)



P24 CONCRETE HOLE INSIDE LF CONCESSION AT ROLL GATE (RE-DO ALL CONCESSION STAND FLOORS)



P25 CONCRETE CRACK ALONG PICNIC AREA RAILING, TOP LEVEL



P26 CONCRETE CRACK ALONG PICNIC AREA RAILING, TOP LEVEL



P27 EXPOSE REBAR IN KID ZONE



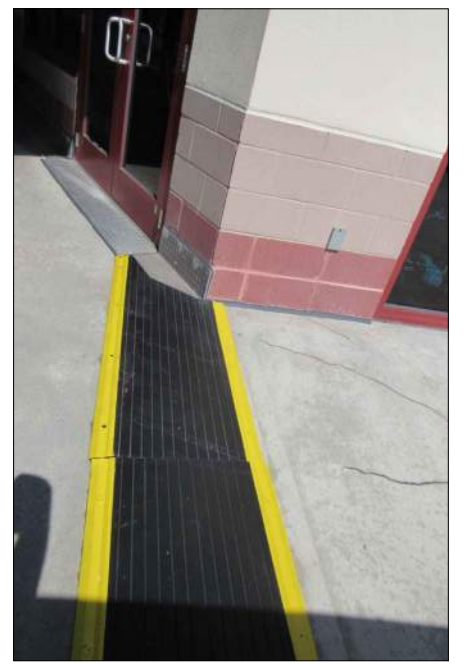
P28 CONCRETE CRACK AT OFFICE CANDLEWOOD SUITES SIGN



P29 CONCRETE CRACK: SECTION 120



P30 RUSTED RAILING AT PICNIC AREA STAIRS



P31 EXPANSION JOINT AT STORE COMING UP AT CORNERS



P32 EXPOSE REBAR: WEST STAIRWELL, MAIN CONCOURSE



P33 CHIPPED CONCRETE AT HANDICAP AREA, SECTION 114



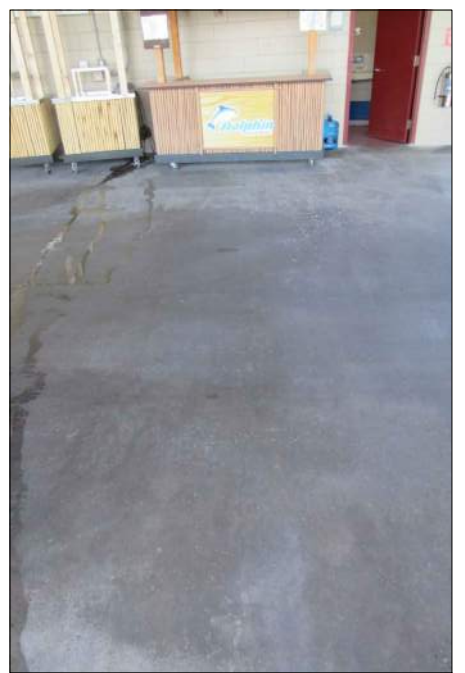
P34 EXPOSED REBAR BEHIND SAUSAGE STAND



P35 EXPOSED REBAR AT HANDICAP AREA, SECTION 113



P36 EXPOSED REBAR AT HANDICAP AREA, SECTION 113



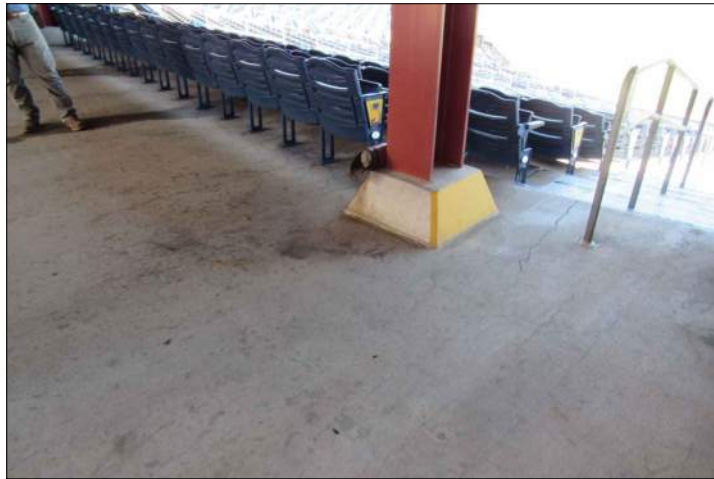
P37 CONCRETE CRACK FROM HOTDOG STAND TO STAIRS SECTION 112 & 113



P38 CONCRETE CRACK & CRAZING AT SHERATON SIGN, SECTION 112



P39 CONCRETE CRACK NEAR SEATS, SECTION 111



P40 CONCRETE CRACK NEAR SEATS, SECTION 111



P41 SPIDERING CONCRETE CRACK THROUGHOUT MAIN CONCOURSE



P42 RE-DO ALL CONCESSION FLOORS

2024 SURVEY PHOTOS MAIN CONCOURSE PLAN

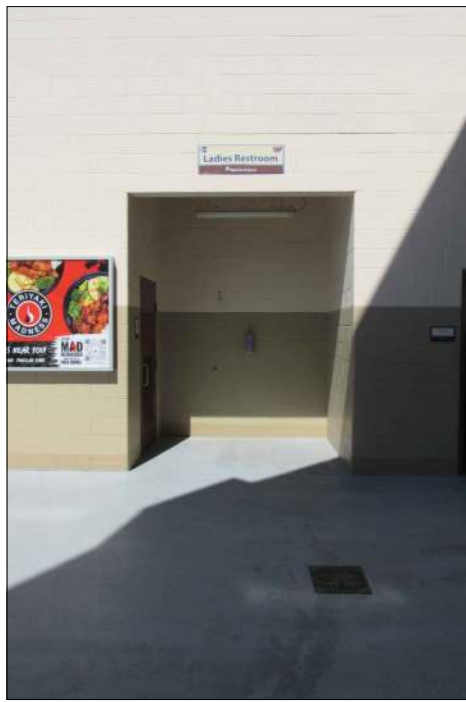
ISSUED FOR
BIDDING
(5/30/25)

BAYCARE BALL PARK
601 N OLD COACHMAN ROAD
CLEARWATER, FLORIDA 33765

DESIGN DOCUMENTS,
STRUCTURAL REPAIRS
(2024 / 2025)
PHASE II

DATE: 05/30/25
SCALE: 1" = 40'-0"
JOB: CLWRC 25002

SHEET
SR-5a
5 OF 21 SHEETS



P43 RE-DO ALL CONCOURSE BATHROOMS (JUST LIKE FAMILY BATHROOM)



P44 RE-DO ALL CONCOURSE BATHROOMS (JUST LIKE FAMILY BATHROOM)



P45 GATE HOLE SLEEVES MISSING AND CONCRETE CHIPPED IN MULTIPLE LOCATIONS, WEST AND SOUTH GATES (REPLACE SLEEVE)



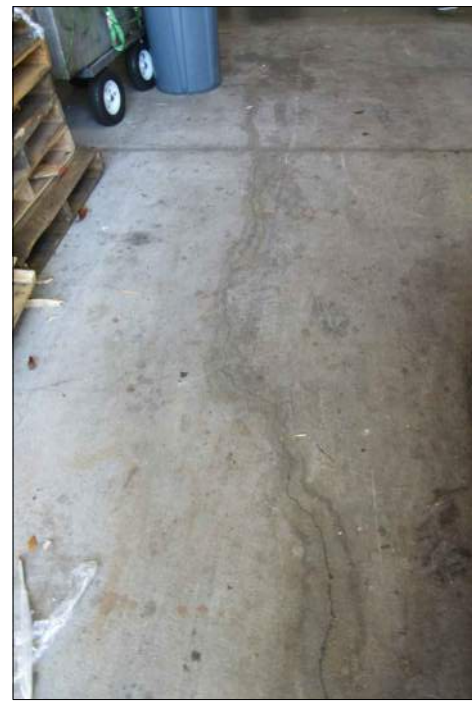
P46 GATE HOLE SLEEVES MISSING AND CONCRETE CHIPPED IN MULTIPLE LOCATIONS, WEST AND SOUTH GATES (MAINTAINED SLEEVES, PICTURED)



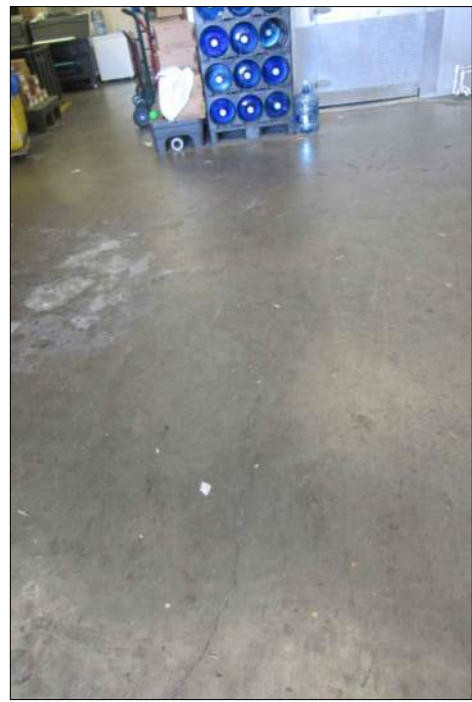
P47 CONCRETE CRACK ALONG RAMP



P48 EFIS REPAIRS REQUIRED AT RAMP AND OTHER LOCATIONS THROUGHOUT FACILITY



P49 CONCRETE CRACK OUTSIDE WAREHOUSE



P50 CONCRETE CRACK OUTSIDE WAREHOUSE



PX5 DRAIN ABOVE OFFICE LEAK



PX6 JOINT COVER CURLING AT SOUVENIR SHOP



PX7 LEAK AT WALL/STAIR STRINGER



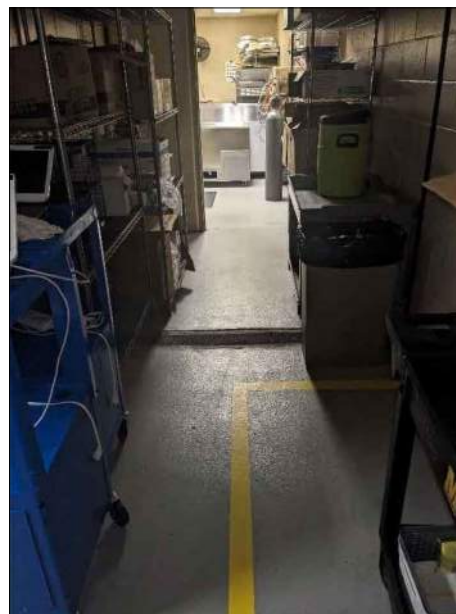
PX8 LEAK AT WALL/STAIR STRINGER



PX9 DOOR TO KITCHEN, PIZZA RESTAURANT



PX10 ENTRYWAYS AT PIZZA RESTAURANT



PX11 KITCHEN AT PIZZA RESTAURANT



PX15 VISITORS INSIDE WATER COMING BETWEEN COLUMN AND PIPE



PX16 VISITORS OUTSIDE FAR AWAY PICTURE OF AREA BELIEVED TO BE WHERE WATER IS COMING IN



PX17 VISITORS OUTSIDE CLOSE UP PICTURE OF AREA BELIEVED TO BE WHERE WATER IS COMING IN



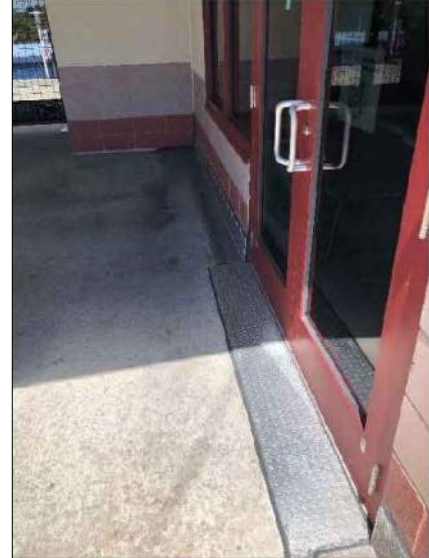
PX18 STORE SOUTH WINDOW WATER GETTING IN



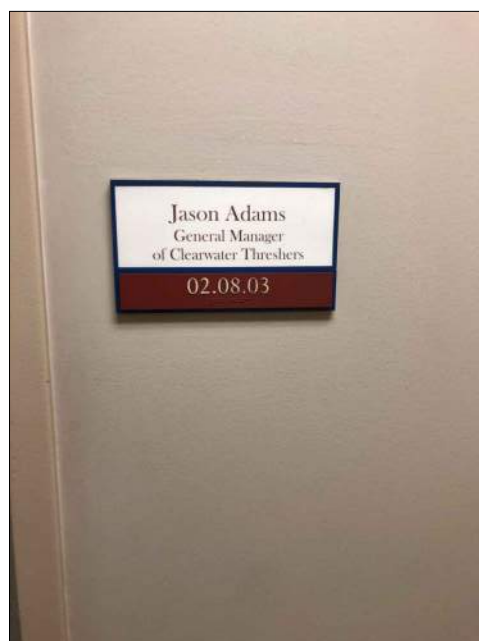
PX19 STORE SOUTH EAST CORNER WATER GETTING IN



PX21 TICKET OFFICE WATER ENTERING VIA WINDOW 5



PX22 EXPANSION JOINT SOUTH OF TICKET OFFICE, WATER LEAKING DOWN TO OFFICE BELOW



PY5 LEAK, JASON'S OFFICE



PY6 LEAK, JASON'S OFFICE



PY7 LEAK, VENDOR COMMISSARY AND PIZZA



PY8 LEAK, VENDOR COMMISSARY AND PIZZA



PY9 LEAK, VENDOR COMMISSARY AND PIZZA



PY10 LEAK, EMPLOYEE ROOM



PY11 LEAK, EMPLOYEE ROOM

Pennoni

5755 Rio Vista Drive
Clearwater, FL 34617
(727) 325-1246
JAMES J. COACHMAN III
Florida P.E. #77754
Pennoni Project No. CLWRC2502

ISSUED FOR
BIDDING
(5/30/25)

BAYCARE BALL PARK
601 N OLD COACHMAN ROAD
CLEARWATER, FLORIDA 33765

**DESIGN DOCUMENTS,
STRUCTURAL REPAIRS
(2024 / 2025)
PHASE II**

DATE: 05/30/25
SCALE: 1" = 40'-0"
JOB: CLWRC 25002

SHEET

SR-5b

6 OF 21 SHEETS

2024 SURVEY PHOTOS MAIN CONCOURSE PLAN



PZ1 STORE & TICKET OFFICE STILL LEAKING



PZ2 STORE & TICKET OFFICE STILL LEAKING



PZ3 STORE & TICKET OFFICE STILL LEAKING



PZ4 STORE & TICKET OFFICE STILL LEAKING



PZ5 CAULK ALL WALLS IN CONCESSION STANDS (FRONT & BACK)



PZ6 PLAYGROUND FENCING LOOSE AT LF CONCESSION STAND



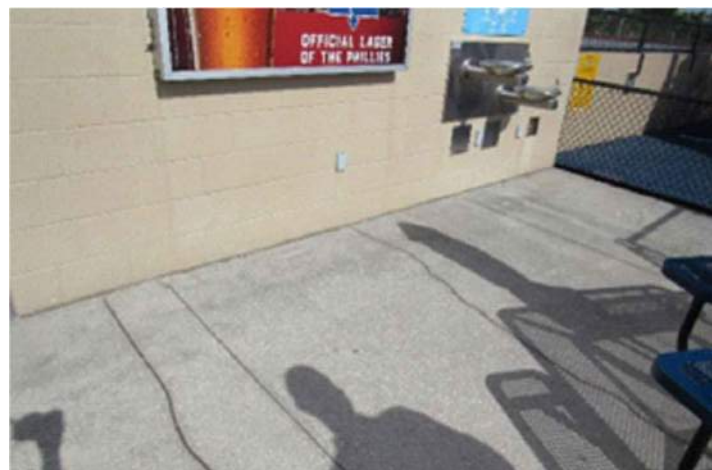
PZ7 PLAYGROUND FENCING LOOSE AT LF CONCESSION STAND



PZ8 SEAL FLOORING TO LF CONCESSIONS STORAGE ROOM, LEAKS BELOW



PZ9 PLAYGROUND TO BE REMOVED AND DISPOSED OF. FLOORING TO BE REPLACED WITH NEW PIP



PZ10 CONCRETE CRACKS AT LF WOMAN'S RESTROOM (NEAR WATER FOUNTAIN)



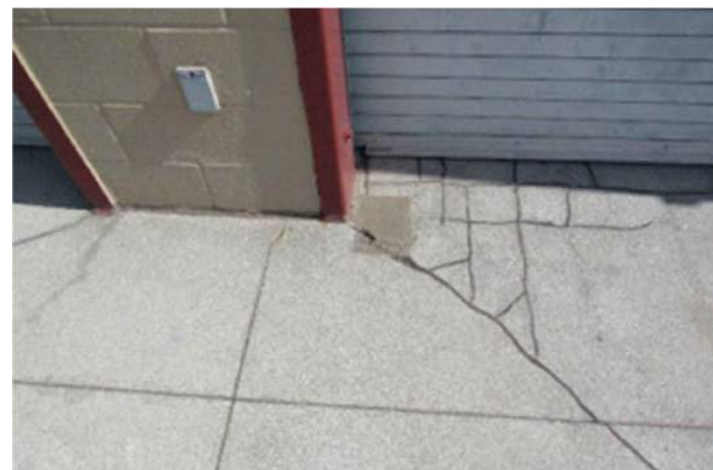
PZ11 MISSING CONCRETE AT LF MEN'S RESTROOM DOOR



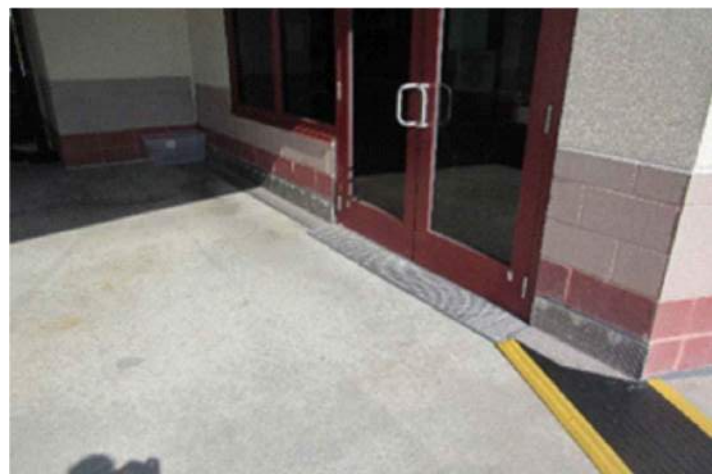
PZ12 CONCRETE REPAIR & MISSING CAULKING AT CORNER OF LF PICNIC



PZ13 CRACKED CONCRETE AT STAIRS OF LF PICNIC AREA



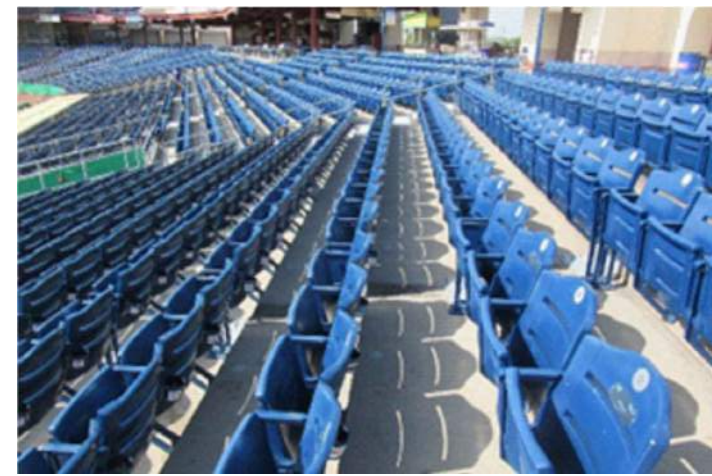
PZ14 CONCRETE REPAIR AT LF CONCESSION BY BAY DOOR



PZ15 STORE EXPANSION JOINT STILL LEAKING



PZ16 118 EXPANSION JOINT LEAK, SECTION 118



PZ17 EXPANSION JOINT LEAK, SECTION 118



PZ18 STAIRWELL TREADS TO BE REPAINTED/RETIGHTENED, ELEVATOR STAIRS IN ARCH



PZ19 REATTACH/REPAIR SECTION/WAYFINDING SIGNS BENEATH SUITES



PZ20 REDO LANDINGS WITH NON-SLICK FLOORING, MIDDLE STAIRS LANDING



PZ21 REDO LANDINGS WITH NON-SLICK FLOORING, MIDDLE STAIRS LANDING



PZ22 REDO LANDINGS WITH NON-SLICK FLOORING, MIDDLE STAIRS LANDING



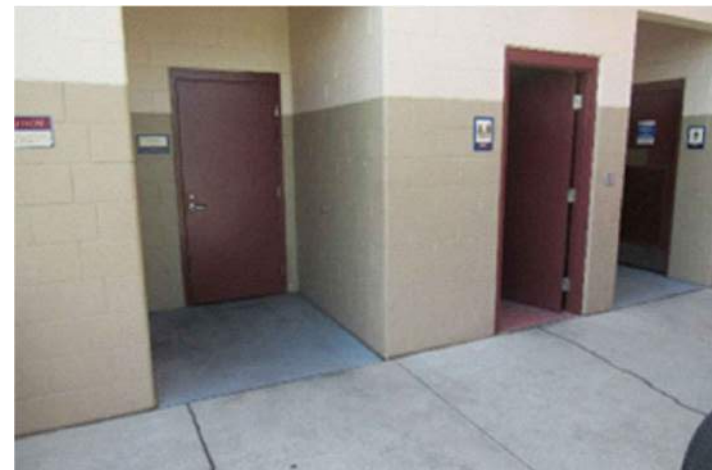
PZ23 EXTEND RAILING AT SECTION 108 (TOP/HANDICAP AREA) TO BLOCK SECTION 107 (NOTE: SAFETY ISSUE)



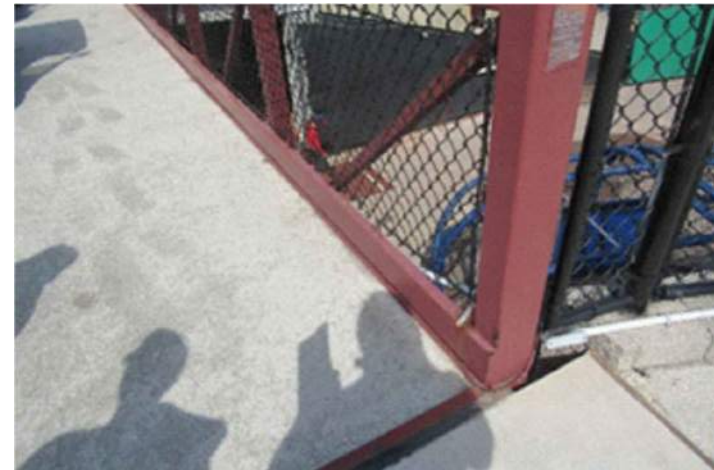
PZ24 EXTEND RAILING AT SECTION 108 (TOP/HANDICAP AREA) TO BLOCK SECTION 107 (NOTE: SAFETY ISSUE)



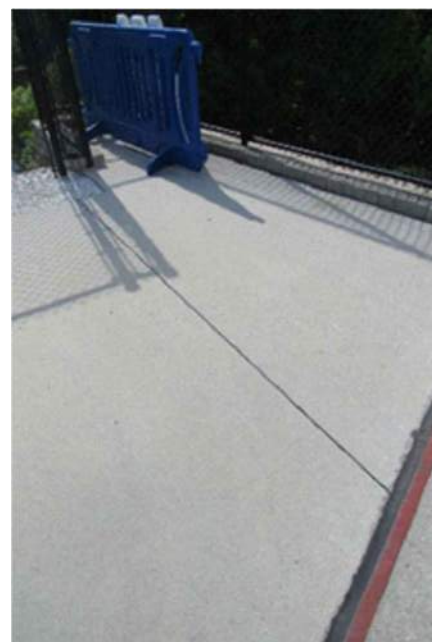
PZ25 BAY DOOR RUSTING AT PIZZA STAND (NOTE: CHECK OTHERS: 15 TOTAL THROUGHOUT FACILITY)



PZ26 RF RESTROOM LEAK DOWN BELOW



PZ27 RUSTED RAILING, RF BRIDGE



PZ28 CONCRETE CRACKS, BATTERS EYE BRIDGE & RF BRIDGE



PZ23 CONCRETE CRACKS AT GRADE, BATTERS EYE BRIDGE & RF BRIDGE



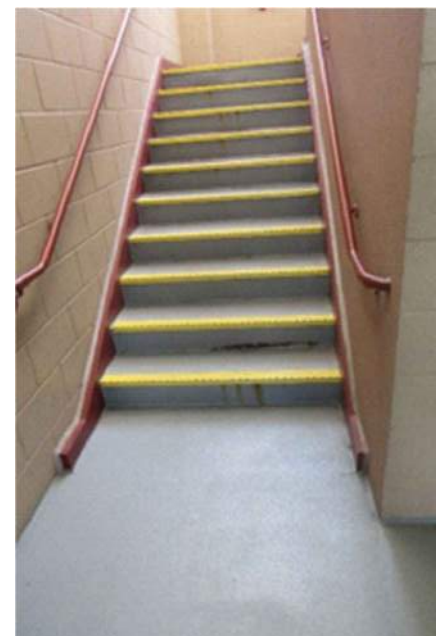
PZ20 CONCRETE CRACKS AT GRADE, BATTERS EYE BRIDGE & RF BRIDGE



PZ3 VENTING - NIC



PZ3 LEAK FROM BIG SHARK DOWN TO SOUTH GATE BELOW



PZ33 STAIRWELL TREADS TO BE REPAINTED/RETIGHTENED & REPAIR LEAK, ELEVATOR STAIRS



PZ34 STAIRWELL TREADS TO BE REPAINTED/RETIGHTENED & REPAIR LEAK, ELEVATOR STAIRS



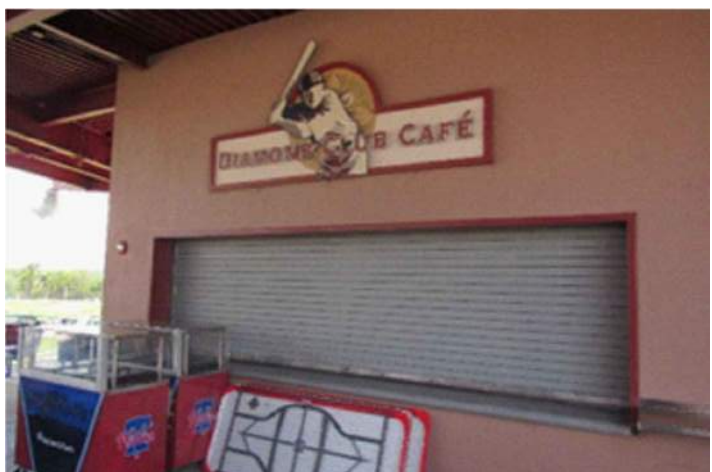
PZ35 STAIRWELL TREADS TO BE REPAINTED/RETIGHTENED & REPAIR LEAK, ELEVATOR STAIRS (ROUT/TUCK POINT OPEN JOINT)



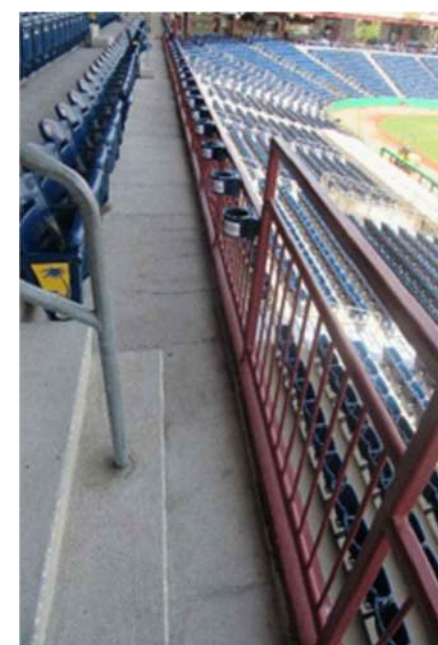
PZ36 RE-CAULK SPIDERING AT BIG SHARK, LEAK DOWN TO SOUTH GATE BELOW



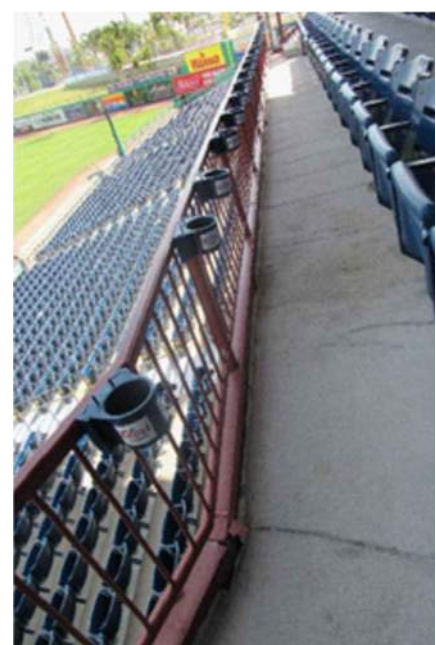
PZ37 BAY DOOR RUSTING, BIG SHARK (REPLACE DOOR SILL/SEAL)



PZ38 BAY DOOR RUSTING, BIG SHARK (REPLACE DOOR SILL/SEAL)



PZ39 RUSTED RAILINGS± SECTIONS 201 - 203, BOTTOM



PZ40 RUSTED RAILINGS± SECTIONS 201 - 203, BOTTOM



PZ41 REPLACE 3RD FLOOR EXPANSION JOINT COVERS (3 EACH)



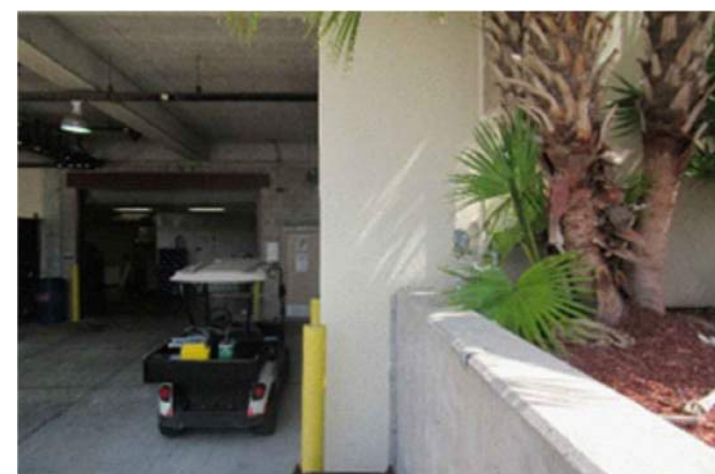
PZ42 RAMP DOORWAY REMOVAL OR EXPANSION (RAISE CIP CONCRETE LINTEL BY 16")



PZ43 DRAINAGE ISSUE, WAREHOUSE RAMP (SEE DETAIL 18/6R14)



PZ44 DRAINAGE ISSUE, WAREHOUSE RAMP (SEE DETAIL 18/6R14)



PZ45 DRAINAGE ISSUE, WAREHOUSE RAMP



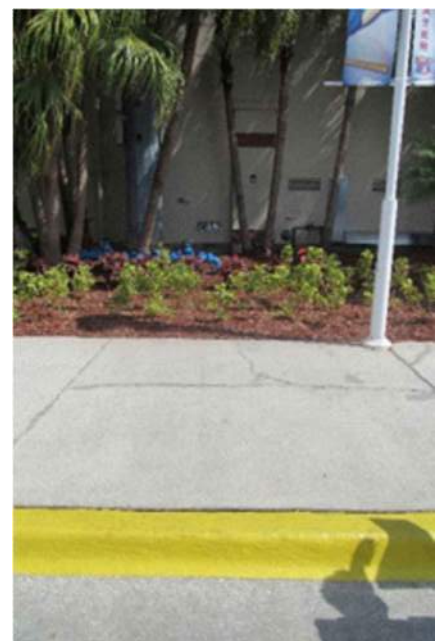
PZ46 DRAINAGE ISSUE, WAREHOUSE RAMP



PZ47 LEAK FROM DRAINAGE OUTSIDE, VISITORS' CLUBHOUSE



PZ48 LEAK FROM DRAINAGE OUTSIDE, VISITORS' CLUBHOUSE



PZ49 LEAK FROM DRAINAGE OUTSIDE, VISITORS' CLUBHOUSE



PZ50 SIDEWALK CRACKS, SOUTHSIDE (NOTE: SAFETY ISSUE)



PZ51 RUSTING POST POCKETS, WEST & SOUTH GATES



PZ52 RUSTING POST POCKETS, WEST & SOUTH GATES



PZ53 CONCRETE CRACK



PZ54 LEAK UNDERNEATH AT SECTIONS 110, 111, 112 (C10 / 10.1)



PZ55 LEAK UNDERNEATH AT SECTIONS 110, 111, 112 (C10 / 10.1)



PZ56 EXPOSED REBAR (C21)



PZ57 TIKI BAR STEPS RAILING AT BOTTOM



PZ58 CONCRETE CRACK, BEERS OF THE WORLD



PZ59 REPLACE BOTTOM OF WEST STAIRWELL DOOR (BENT)



PZ60 LEAK, HOME DUGOUT HITTING AREA (SECTION 116)

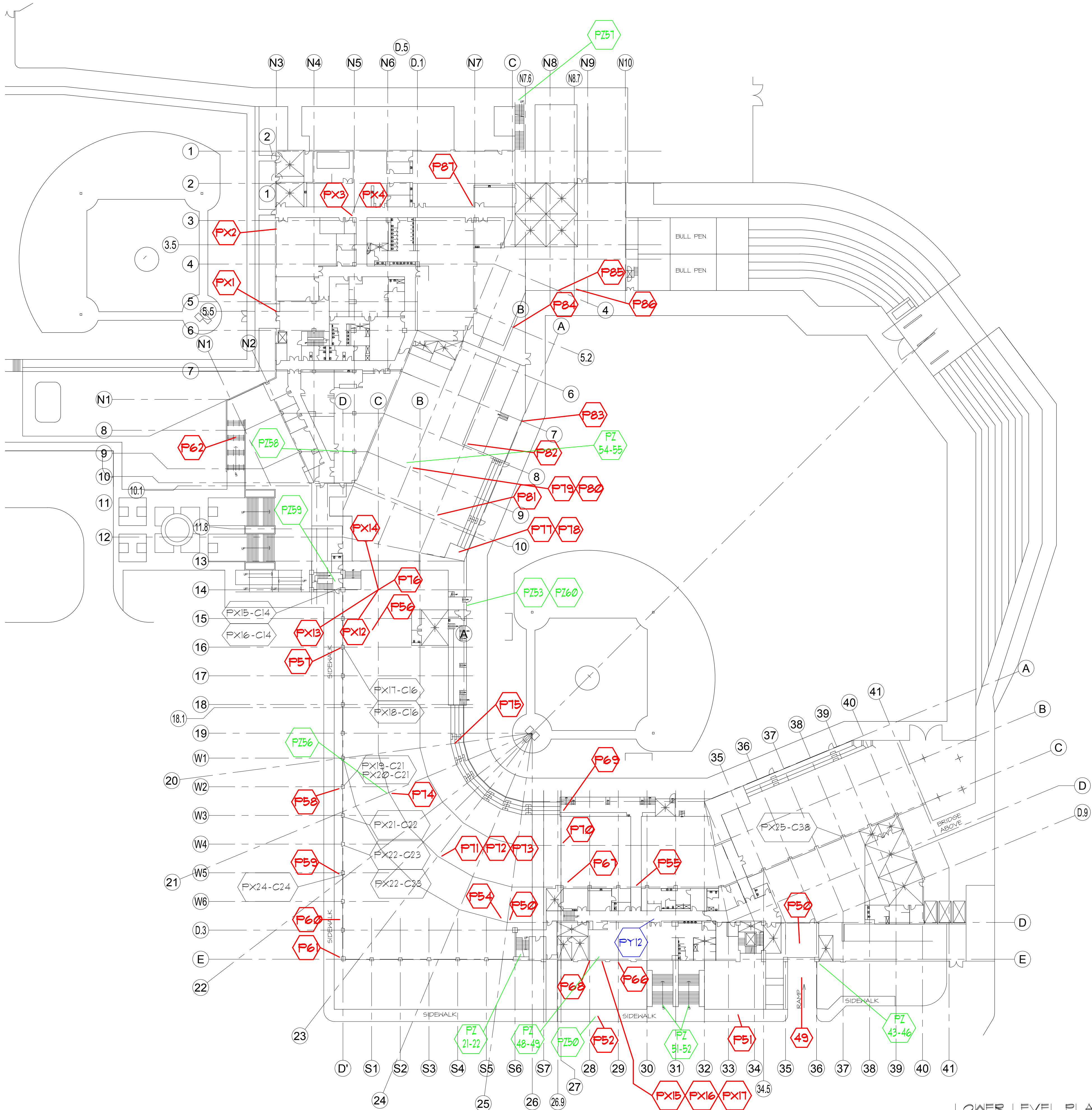
2025 SURVEY PHOTOS (ADDENDA #2)

- PENNONI LIST OF REPAIRS (2024)
1. DRAIN AR SW CORNER OF STADIUM THAT WERE NOT ADDRESSED ON 2023. **P60, P61**
 2. CONCRETE CRACK AT C29. **P66**
 3. CONCRETE CRACK AT C28. **P67**
 4. EXPOSED REBAR AT C28. **P68**
 5. LEAK AT C27. **P69**
 6. CONCRETE CRACK AT C23. **P71, P72, P73**
 7. CONCRETE CRACK AT C14. **P76**
 8. CONCRETE CRACK AT C7. **P83**
 9. RAINWATER LEAK AT C20. **P75**
 10. LEAK AT BATTING CAGE. **P85**
 11. LEAK AND CORRODED PAD AT A12. **P77, P78**
 12. CONCRETE CRACK UNDERNEATH SECTION 108. **P67**
 13. CONCRETE CRACK CONCRETE BEAM AT A7. **P83**
 14. CONCRETE SPALL AT C27. **P70**
 15. CONCRETE SPALL AT C21. **P74**
 16. CONCRETE SPALL AT C5.5. **P84**
 17. EXPOSED REBAR AT B10.1. **P81**
 18. LEAK AND CORROSION AT BATTING CAGE. **P86**
 19. CORRODED BRACKETS AT C9. **P79, P80**
 20. CORRODED BRACKETS AT B8. **P82**
 21. RUSTED BRACKETS AT BATTING CAGE. **P87**

- PHILLIES LIST OF REPAIRS (2024)
1. REPLACE / FIX REST OF DRAIN BOXES OUTSIDE THE BALLPARK. **P57, P58, P59**
 7. REBAR WEST GATE ADMIN STAIRS. **P62**
 22. CONCRETE HOLE INSIDE LF CONCESSION AT ROLL GATE (RE-DO ALL CONCESSION STAND FLOORS)
 23. CONCRETE HOLE INSIDE LF CONCESSION AT ROLL GATE (RE-DO ALL CONCESSION STAND FLOORS)
 24. CONCRETE HOLE INSIDE LF CONCESSION AT ROLL GATE (RE-DO ALL CONCESSION STAND FLOORS)
 25. CONCRETE CRACK ALONG PICNIC AREA RAILING, TOP LEVEL.
 26. CONCRETE CRACK ALONG PICNIC AREA RAILING, TOP LEVEL.
 27. EXPOSED REBAR IN KID ZONE.
 28. CONCRETE CRACK AT OFFICE CANDLEWOOD SUITES SIGN.
 32. LEAKS TO UNDERNEATH AT SECTIONS 115. **P56**
 33. LEAKS TO UNDERNEATH AT SECTIONS 108. **P53**
 34. LEAKS TO UNDERNEATH AT SECTIONS 107. **P54**
 35. LEAKS TO UNDERNEATH AT SECTIONS 106. **P55**
 38. CRACKS AT OUTSIDE WAREHOUSE. **P49, P50**
 39. CRACK TOP OF SUITES RAMP. **P51**
 50. CRACK IN SIDE WALK. **P52**
 51. CORRODED PAD **P86**
 52. PX1 POOLING WATER AT OFFICE ENTRY, GROUND LEVEL.
 53. PX2 HALF-INCH RECESS AT OFFICE ENTRY, GROUND LEVEL.
 54. PX3 LEAK IN CEILING, OFFICE HALLWAY AT GROUND LEVEL.
 55. PX4 LEAK IN CEILING, OFFICE HALLWAY AT GROUND LEVEL.
 56. PX12 CONCRETE CRACK, C14
 57. PX13 CONCRETE CRACK, C14
 58. PX14 CONCRETE CRACK, C14
 59. **PY12** VISITORS CLUBHOUSE LEAK

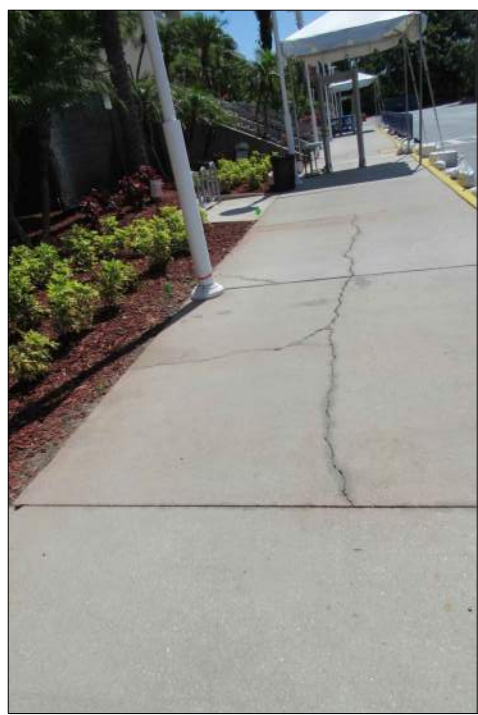
NOTE:
NUMBERS CIRCLED IDENTIFY ITEMS THAT AR "ALTERNATES". SEE THE SOV.

REPAIR CASE TABLE		
CASE #	DESCRIPTION	LOCATION
1	LARGE SPALL, REQUIRED SHORING	C14, C23, C38
2	CRACKS TO EPOXY INJECT	C16, C24,
3	NO SHORING REQUIRED	C21





P51 CONCRETE CRACK
AT TOP OF SUITES RAMP



P52 CONCRETE CRACK
ON SIDEWALK



P53 LEAKS UNDERNEATH
SECTION 108



P54 LEAKS UNDERNEATH
SECTION 107



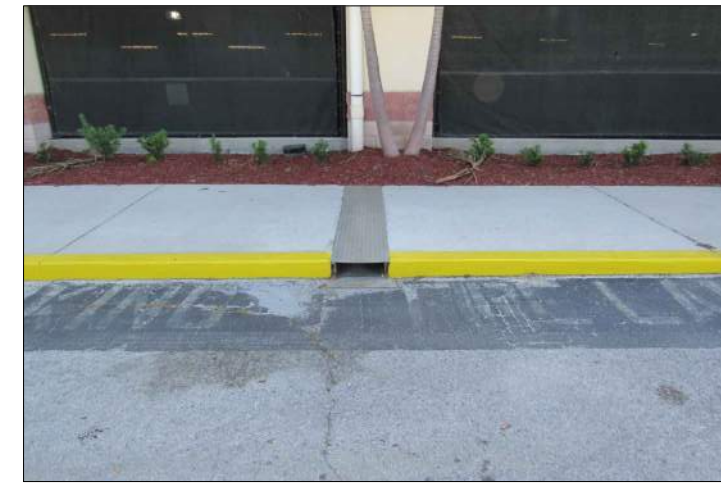
P55 LEAKS UNDERNEATH
SECTION 106



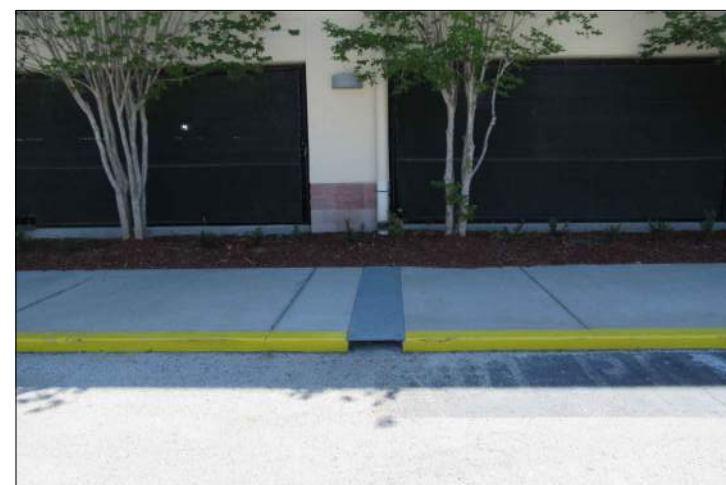
P56 LEAKS UNDERNEATH
SECTION 115



P57 REPLACE/REPAIR REST
OF DRAIN BOXES ALONG
EXTERIOR



P58 REPLACE/REPAIR REST
OF DRAIN BOXES ALONG
EXTERIOR



P59 REPLACE/REPAIR REST
OF DRAIN BOXES ALONG
EXTERIOR



P60 EXISTING DRAIN AT SW CORNER OF
STADIUM UNADDRESSED IN 2023
SURVEY; NEEDS ADDRESSING IN 2024



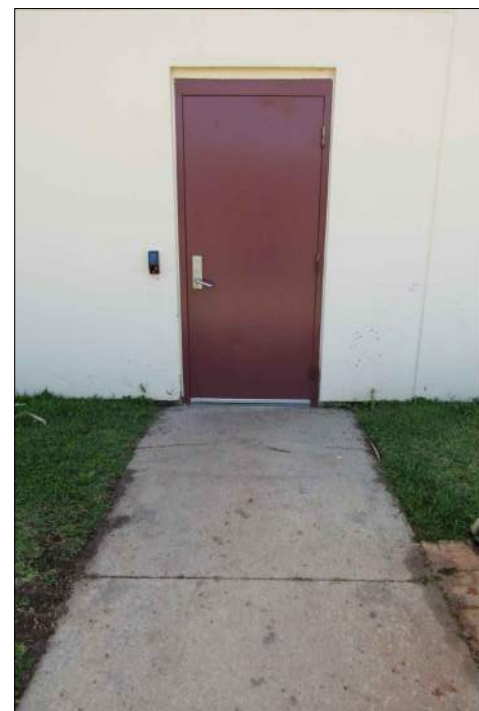
P61 DRAIN REVISION ADDED SINCE 2023
REPAIR; NEEDS ADDRESSING IN 2024



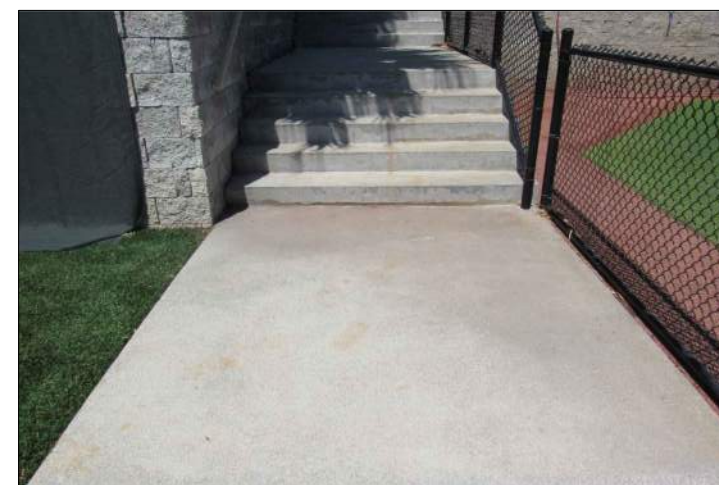
P62 EXPOSED REBAR AT WEST
GATE ADMIN STAIRS



P63 WATER SEEPING INTO HOME
CLUBHOUSE HALLWAY
BY HALF FIELD



P64 WATER SEEPING INTO HOME
CLUBHOUSE HALLWAY
BY HALF FIELD



P65 RAINWATER POOL AT BASE OF STAIRS,
HALF FIELD



P66 CONCRETE CRACK AT C29



P67 CONCRETE CRACK AT C28



P68 EXPOSE REBAR AT C28



P69 LEAK AT C27



P70 CONCRETE SPALL AT C27



P71 CONCRETE CRACK AT C23



P72 CONCRETE CRACK AT C23



P73 CONCRETE CRACK AT C23



P74 CONCRETE SPALL AT C21



P75 RAINWATER LEAK AT C20



P76 CONCRETE CRACK AT C13



P77 LEAK AND CORRODED
PAD AT A12



P78 LEAK AT A12



P79 CORRODED BRACKET AT C9



P80 CORRODED BRACKET AT C9



P81 EXPOSE REBAR AT B101



P82 CORRODED BRACKET AT B8



P83 CONCRETE CRACK AT A7



P84 CONCRETE SPALL AT C5.5



P85 LEAK AT BATTING CAGE



P86 LEAK AND CORROSION
AT BATTING CAGE



P87 RUSTED BRACKETS AT
BATTING CAGE

2024 SURVEY PHOTOS LOWER LEVEL

ISSUED FOR
BIDDING
(5/30/25)

BAYCARE BALL PARK
601 N OLD COACHMAN ROAD
CLEARWATER, FLORIDA 33765

DESIGN DOCUMENTS,
STRUCTURAL REPAIRS
(2024 / 2025)
PHASE II

DATE: 05/30/25
SCALE: 1" = 40'-0"
JOB: CLWRC 25002

SHEET
SR-7a
10 OF 21 SHEETS



PX1 POOLING WATER AT OFFICE ENTRY,
GROUND LEVEL



PX2 HALF-INCH RECESS AT OFFICE,
GROUND LEVEL



PX3 LEAK IN CEILING, OFFICE HALFWAY
AT HALL LEVEL



PX4 LEAK IN CEILING, OFFICE HALFWAY
AT HALL LEVEL



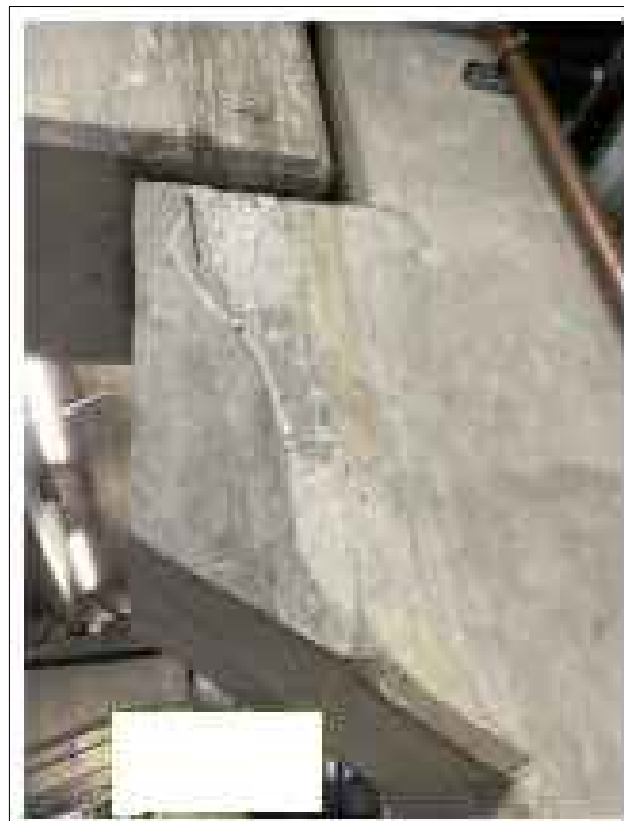
PX12 CONCRETE CRACK, C14



PX13 CONCRETE CRACK, C14



PX14 CONCRETE CRACK, C14



PX15 C14 (SEVERE CRACKING)



PX16 C14 (SEVERE CRACKING)



PX17 C16 (CRACKS)



PX18 C16 (CRACKS)



PX19 C21 (CRACKS)



PX20 C21 (CRACKS)



PX21 C22 (SEVERE CRACKS)



PX23 C23 (SEVERE CRACKS)



PX23 C23 (SEVERE CRACKING)



PX23 C23 (SEVERE CRACKING)



PX24 C24 (CRACKS)



PX25 C38 (SEVERE CRACKS)



PY12 VISITORS LEAK FROM LOWER LEVEL

Technical Data Guide



MasterSeal® Vehicular Traffic 1500

Polyurethane waterproofing, traffic-bearing membrane systems for vehicular areas

FORMERLY SONOLGARD®

PACKAGING

- MasterSeal M 200 5-gallon (18.9 L) pails
- 55-gallon (208 L) drums
- MasterSeal 225 2.5 gallon (9.47 L) in 5-gallon pails
- Int Base material only 5 gallon (18.9 L) pails
- 55-gallon (208 L) drums
- MasterSeal 941 Aggregate 50-lb (22.68 KG) bag
- MasterSeal 941DR Aggregate 50-lb (22.72 KG) bag
- MasterSeal 945 Aggregate 40-lb (18.14 KG) bag
- MasterSeal 914 1-pint (473 mL) cans
- MasterSeal 915 0.5 pints (238 mL) cans

SHELF LIFE

When properly stored, MasterSeal products have the following shelf life:

MasterSeal M 200	1 year
MasterSeal TC 225	1 year
MasterSeal 941 Aggregate	5 years
MasterSeal 941DR Aggregate	5 years
MasterSeal 945 Aggregate	5 years
MasterSeal 914	2 years
MasterSeal 915	1 year

STORAGE

Store in unopened containers in a cool, clean and dry area

YIELD

See application instructions.

COLORS

TC 225: Grey, Charcoal, Tan, Dark Tan and Tint Base

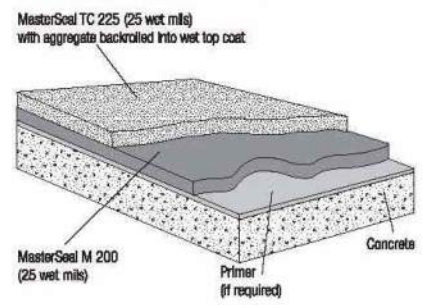
www.master-builders-solutions.com/en-us

Technical Data Guide
MasterSeal® Vehicular Traffic 1500

APPLICATION METHODS OF SYSTEMS

MasterSeal Vehicular Traffic 1500 can be installed in several configurations, depending upon the degree of traffic to which the system is exposed. In areas of extreme traffic (turning lanes, pay booths, entrances and exits), apply the Extra Heavy-Duty Traffic System. The following summary briefly describes each configuration. All coverage rates are approximate.

LIGHT TO MEDIUM DUTY TRAFFIC SYSTEM



LIGHT-TO-MEDIUM-DUTY TRAFFIC SYSTEM

1. Prime concrete substrate (if required).
2. Apply 25 (0.64 mm) wet mils of MasterSeal M 200 using a proper notched squeegee at 55-60 #/gal (1.35-1.47 m³/L). Immediately backroll to level base coat. Allow to cure overnight.
3. Apply 25 wet mils (0.64 mm) MasterSeal TC 225 using a proper notched squeegee at 55-60 #/gal (1.35-1.47 m³/L). Immediately backroll to level MasterSeal TC 225 material.

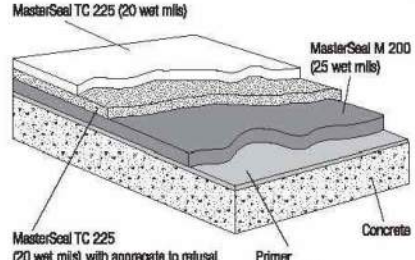
4B. BROADCAST AND BACKROLL

While the coating is still wet, broadcast MasterSeal 941/941 DR or equivalent 16-30 rounded silica sand at 15-25 lbs/100 #/gal (0.75-1.25 kg/m²), then backroll into the coating to fully encapsulate.

4B. BROADCAST AND BACKROLL METHOD

After mixing the top coat per instructions, pour half of the mixed material into a second pail. Add 20 lbs of MasterSeal 945 aggregate to one half of the mixed material (2.5 gallons of TC 225). If using short-filled MasterSeal TC 225 Tint Base material, pour 20 lbs of MasterSeal 945 directly into the pail after pre-mixing pigment packs into the material. Mix for an additional 3 minutes for uniform consistency. Apply the topcoat at 20 wet mils or 80 alignment with 1/4" notch squeegee. Fully saturate the roller. Backroll with 3/4" nap roller, roll in a crosshatch pattern for equal distribution of aggregate. Repeat for second half of top coat. For light vehicular use, a second coat is required. Pail will need to be removed for 2 minutes after 10 minutes of idle sitting to redistribute the aggregate.

HEAVY DUTY TRAFFIC SYSTEM



HEAVY-DUTY TRAFFIC SYSTEM

1. Prime concrete substrate (if required).
2. Apply 25 (0.64 mm) wet mils of MasterSeal M 200 or using a proper notched squeegee at 55-60 #/gal (1.35-1.47 m³/L). Immediately backroll to level base coat. Allow to cure overnight.
3. Apply 20 wet mils (0.51 mm) MasterSeal TC 225 using a notched squeegee at 75-80 #/gal (1.83-1.97 m³/L). The next step, #4, can utilize either method described in 4A or 4B. MasterSeal TC 225 Tint Base is NOT intended for vehicular systems.

4A. AGGREGATE TO REFUSAL METHOD

Immediately broadcast MasterSeal 941/941 DR or equivalent 16-30 mesh, rounded silica sand into the wet coating at the rate of 20-35 lbs/100 # (1.0-1.75 kg/m²). Immediately after the aggregate broadcast and while the coating is still wet, blow any excess aggregate away by a portable blower forward into the wet coating. Do not over apply aggregate; it is acceptable to have localized wet spots in the aggregate surface after completion of this method. This process requires coordination between all of the members in the work crew. The blower operator, wearing clean spiked shoes, should blow the excess aggregate forward towards the freshly applied and back rolled topcoat. In this method, the coating should not accept additional sand, minimal excess aggregate is on the surface, less aggregate is used and the textured appearance should be fairly uniform.

4B. BROADCAST AND BACKROLL METHOD

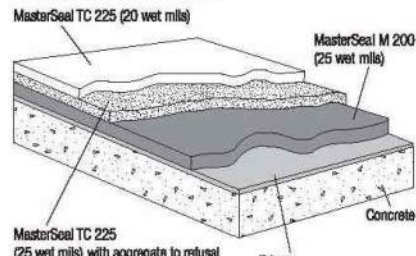
Immediately broadcast MasterSeal 941/941 DR or equivalent 16-30 mesh, rounded silica sand into the wet coating and backroll to encapsulate the aggregate. Evenly broadcast aggregate at the rate of 15-20 lbs/100 # (0.75-1.0 kg/m²). Allow to cure overnight.

4C. INTEGRATED AGGREGATE

The integrated MasterSeal 945 aggregate is NOT intended for use in heavy-duty traffic systems.

3. Ensure there is no moisture on the surface of the aggregate/membrane before application of topcoat. Remove all loose aggregate, then apply 20 wet mils using a flat squeegee at 75-80 #/gal (1.35-1.47 m³/L). Immediately backroll to level MasterSeal TC 225.
6. For additional slip resistance, immediately broadcast MasterSeal 941/941 DR or equivalent 16-30 mesh, rounded silica sand at a rate of 3-5 lbs/100 # (0.15-0.25 kg/m²) and backroll to encapsulate.

EXTRA-HEAVY-DUTY SYSTEM



EXTRA-HEAVY-DUTY SYSTEM

1. Prime concrete substrate (if required).
2. Apply 25 (0.64 mm) wet mils of MasterSeal M 200 using a proper notched squeegee at 55-60 #/gal (1.35-1.47 m³/L). Immediately backroll to level base coat. Allow to cure overnight.
3. Apply 25 wet mils (0.64 mm) MasterSeal TC 225 using a proper notched squeegee at 55-60 #/gal (1.35-1.47 m³/L). Immediately backroll to level MasterSeal TC 225 material.

4A. AGGREGATE TO REFUSAL METHOD

Immediately broadcast MasterSeal 941/941 DR or equivalent 16-30 mesh, rounded silica sand into the wet coating at the rate of 20-35 lbs/100 # (1.0-1.75 kg/m²). Immediately after the aggregate broadcast and while the coating is still wet, blow any excess aggregate via a portable blower forward into the wet coating. Do not over apply aggregate; it is acceptable to have localized wet spots in the aggregate surface after completion of this method. This process requires coordination between all of

Technical Data Guide
MasterSeal® Vehicular Traffic 1500

Technical Data

Composition
MasterSeal Vehicular Traffic 1500 is a moisture-curing polyurethane membrane.

Compliances

- UL 790 Class A Fire Rating
- ASTM C 857
- ASTM E 108
- ASTM E 84
- CSA 3413



Test Data

PROPERTY*	M 200	RESULTS	TC 225	TEST METHOD
Weight per gallon, lbs (kg)	9.9 (4.5)		9.1 (4.1)	ASTM D 1475
Specific gravity, kg/L	1.19		1.09	
Solids				ASTM D 1559
By weight, %	84		77	
By volume, %	81		75	
Viscosity, cps	4,000-9,000		2,000-4,000	ASTM D 2393
Flash Point, °F (°C)	194 (40)		105 (40.5)	ASTM D 58

*Uncured material

PROPERTIES OF CURED MEMBRANES

PROPERTY	M 200	RESULTS	TC 225	TEST METHOD
Hardness, Shore A	60		89	ASTM D 2340
Tensile strength, psi (MPa)	752 (5.2)		2,500 (17.2)	ASTM D 412
Elongation, %	595		502	ASTM D 412
Tear strength, PTI	74		199	ASTM D 1004
Weight loss, %	16		17	Max: 40
Low temperature flexibility and crack bridging	No Cracking		No Cracking	No Cracking
Adhesion in pool after water immersion, psi				
Primed mortar	43		N/A	5
Plywood	34		N/A	5
Adhesion (Pull-off), psi				
Base Coat	400		N/A	ASTM D 4541

CHEMICAL RESISTANCE TENSILE RETENTION (ASTM C 957)

CHEMICAL	M 200	RESULTS	TC 225	REQUIREMENTS
Ethylene glycol	88		92	Min: 70
Mineral spirits	47		60	Min: 45
Water	96		83	Min: 70

Test results are averages obtained under laboratory conditions. Reasonable variations can be expected.

MASTERSEAL AGGREGATES

PROPERTY	941 RESULTS	941DR RESULTS	945 RESULTS
Color	Gray	Green to Gray	Green to Gray
Compressive Strength	28,000 psi		
Hardness	6-6.5 Mohs	7 Mohs	7 Mohs
Specific Gravity	2.90 g/cc	3.3 g/cc	3.3 g/cc
Bulk Density	102 pcf	85 to 105 pcf	85 to 105 pcf
U.S. SIEVE SIZE	% RETAINED ON SIEVE		
#5			
#12		2-10	
#16	71	19-30	
20	23	29-35	
30	2	30-40	0-3
40	1	7-22	10-25
Pan	0		

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members in the work crew. The blower operator, wearing clean spiked shoes, should blow the excess aggregate forward towards the freshly applied and back rolled topcoat. In this method, the coating should not accept additional sand, minimal excess aggregate is on the surface, less aggregate is used and the textured appearance should be fairly uniform.

4B. BROADCAST AND BACKROLL METHOD

Immediately broadcast MasterSeal 941/941 DR or equivalent 16-30 mesh, rounded silica sand into the wet coating at the rate of 15-25 lbs/100 # (0.75-1.25 kg/m²) and backroll to encapsulate.

4C. INTEGRATED AGGREGATE

The integrated MasterSeal 945 aggregate is NOT intended for use in heavy-duty traffic systems.

3. Ensure there is no moisture on the surface of the aggregate/membrane before application of topcoat. Remove all loose aggregate, then apply 20 wet mils using a flat squeegee at 75-80 #/gal (1.84-1.96 m³/L). Immediately backroll to level MasterSeal TC 225.
6. For additional slip resistance, immediately broadcast MasterSeal 941/941 DR or equivalent 16-30 mesh, rounded silica sand at a rate of 3-5 lbs/100 # (0.15-0.25 kg/m²) and backroll to encapsulate.

IMPORTANT NOTE

All coverage rates are approximate and may vary due to the application technique used. Coverage rates are affected by substrate texture, choice and distribution of aggregate, intermediate coat aggregate load and environmental conditions. Application methods and conditions are not under the control of Master Builders Solutions. The next step, #4, can utilize either method described in 4A or 4B. MasterSeal TC 225 Tint Base is NOT intended for vehicular systems.

MOCKUP

1. Provide mockup of at least 10' (3 m) by 10' (3 m) on the surface, less aggregate is used and the textured appearance should be fairly uniform.
2. Install mockup with specified coating types and with other components noted.
3. Locate where directed by architect.

4. Mockup may remain as part of work if acceptable to architect.

CLEAN UP

Clean all tools and equipment immediately after use with MasterSeal 960 or xylene. Cured material must be removed mechanically.

CURING TIME

Allow curing time of 72 hours before vehicular use. Extend the curing time in cool-weather conditions. To reduce the time period in which MasterSeal Vehicular Traffic 1500 might be vulnerable to inclement weather or to reduce the time between coats, use MasterSeal 914.

MAINTENANCE

See MasterSeal Traffic maintenance technical bulletin.

FOR BEST PERFORMANCE

- MasterSeal NP 100 and MasterSeal NP150 should not be used in conjunction with the urethane deck coating system due to potential for curing issues.
- If vapor drive is present or suspected, please consult with your local Master Builders Solutions representative prior to system application.
- Concrete should have a minimum compressive strength of 3,000 psi (20.7 MPa) and be cured for a minimum of 28 days.
- When applying sealants, use backing materials according to industry standards.
- Do not apply when substrate temperatures are over 110 °F (43 °C) or under 40 °F (4 °C).
- When applying MasterSeal Vehicular Traffic 1500 at interior or contained spaces, provide adequate ventilation with a minimum of six air changes per hour.
- When adequate ventilation for use of MasterSeal Vehicular Traffic 1500 cannot be maintained, consider the use of MasterSeal Vehicular Traffic 2500 coating system. Form No. 1017917.
- Be certain that all aggregate not properly encapsulated is thoroughly removed.

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HOW TO APPLY

SURFACE PREPARATION

CONCRETE

1. Concrete must be fully cured (28 days), structurally sound, clean and dry (ASTM D 4263). All concrete surfaces (new and old) must be shot blasted to remove previous coatings, laitance and all miscellaneous surface contamination and to provide profile for proper adhesion. Abrasive shot blasting must occur after concrete repair has taken place. Acid etching is not permitted. Proper profile should be a minimum of ICRI CSP-3 (as described in ICRI document 03732).
2. Repair voids and delaminated areas with Master Builders Solutions branded cementitious and epoxy patching materials. For application when fast-track repairs are required, MasterSeal 350 can be used to repair patches up to 1.5" in depth when used in aggregate slurry mix. Please refer to the MasterSeal 350 Technical Data Guide for proper application techniques.
3. All units must be applied within the specified pot life.

SURFACE PRE-STRIPPING AND DETAILING

1. For removing joints and cracks less than 1/4" (6 mm) wide, apply primer when required, followed by 25 wet mils (0.6 mm) pre-stripping of MasterSeal M 200. MasterSeal M 200 must be applied to fill and overlap the joint or crack 3" (76 mm) on each side. Feather the edges.
2. Dynamic cracks and joints 1/4" (6 mm) and greater wide must be routed to a minimum of 1/2" by 3/4" (6 by 6 mm) and cleaned. Install bond breaker tape to prevent adhesion of sealants to the bottom of joint. When required, primer all joint faces only with MasterSeal P 173 (see Form No. 1017962). Fill joints deeper than 1/4" (6 mm) with appropriate backer rod and MasterSeal SL 17 SL 2" (slope grade or selflevelling) or MasterSeal NP 17 NP 2" sealants. For cracks, sealant should be flush with the adjacent concrete surface. For expansion joints, sealant should be slightly concave. Once the sealant is cured the lines should be prestripped with base coat MasterSeal M 200, overlap the joint 3" (76 mm) on each side.
3. Sealed joints 1" (25 mm) or less can be coated over with MasterSeal Vehicular Traffic 1500. Expansion joints exceeding 1" (25 mm) wide should not be coated over with MasterSeal Vehicular Traffic 1500 so that they can perform independently of the deck coating system.

4. Where the coating system will be terminated and no wall, joint or other appropriate break exists, cut a 1/4" x 1/4" (6 x 6 mm) keyway into the concrete. Fill and coat keyway during application of MasterSeal M 200.

5. Form a sealant cant into the corner at the junction of all horizontal and vertical surfaces (wall sections, curbs, millage). Prime with MasterSeal P 173 and apply a 1/4" (13-25 mm) wide bead of MasterSeal NP 1 or MasterSeal NP 2 sealants. Tool to form a 45 degree cant. Apply masking tape to the vertical surfaces 4-5" (102-127 mm) above the sealant cant to provide a clean termination of the vertical detail coat. After the sealant has cured, apply 25 mils (0.64 mm) of MasterSeal M 200 over the cured cant up to the masking tape and 4" (102 mm) onto deck surface.
6. In locations of high movement such as wall and slab intersections, a reinforcing fabric is required. After the sealant cant bead is applied and cured, apply 25 wet mils of MasterSeal M 200 over the sealant and embed MasterSeal 966 reinforcing fabric into the wet detail coat.

UNCOATED METAL SURFACES

1. Remove dust, debris, and any other contaminants from vent, drain-pipe and post penetrations, registers and other metal surfaces. Clean surfaces to near white per SSPC-NACE2 and prime immediately with MasterSeal P 173. Provide appropriate cant with MasterSeal NP1/NP2. Apply a detail coat of 25 wet mils of MasterSeal M 200 over the primed metal and sealant.

PLYWOOD

1. All plywood must be smooth-faced, APA-stamped and exterior grade tongue and groove. Construction must conform to code, but plywood must not be less than 3/4" (20 mm) thick. Plywood spacing and deck construction must follow APA guidelines.
2. Surfaces must be free of contaminants. Priming is not necessary on clean, dry plywood.
3. All seams must be caulked with MasterSeal NP 1 or MasterSeal NP 2 sealants. Pre-stripe 4-6" (102-152 mm) wide with 25 wet mils (0.64 mm) of M 200. Reinforce all seams between plywood sheets and between flooring and the plywood deck by embedding MasterSeal 966 Reinforcing Fabric into the pre-stripping.

HOW TO APPLY

MIXING - MasterSeal M 200

1. Precondition material to a temperature of approximately 70 °F (21 °C).

2. Pre-mix material for 3 minutes before use.

MIXING - MasterSeal TC 225 PRE-PIGMENTED

1. Precondition material to a temperature of approximately 70 °F (21 °C).
2. Pre-mix material for 3 minutes before use.

MIXING - MASTERSEAL TC 225 TINT BASE

1. Precondition material to a temperature of approximately 70 °F (21 °C).
2. Transfer entire contents of two (2) pigment cans into MasterSeal TC 225 Tint Base mud kg. Use a spatula or knife to remove all the pigment from the container. The TC 225 Tint Base Top Coat requires two (2) MasterSeal 900 color packs per 5-gallon pail.
3. Note: If using short-filled (2.5-gallon) pails of MasterSeal TC 225 Tint Base, only one (1) MasterSeal 900 color pack is required.
4. Scrape down sides and bottom of mixing vessel, then mix again for 2-3 minutes. Keep the mixing paddle submerged during mixing to avoid adding air into the mixture.
5. To ensure consistent color throughout the pail, pour contents into separate container and continue mixing until all Tint Base has dispersed.

APPLICATION OF PRIMER

PRIMER

NOTE: When primer is required on a job, contact your local Master Builder Solutions representative.

MASTERSEAL M 200

1. All preparatory work must be completed before application begins. Be certain the substrate is clean, dry, stable and properly profiled. Sealants and pre-stripping should be properly cured. Apply the base, mid and finish coats with a properly sized squeegee to arrive at the required mil thickness.
2. Apply MasterSeal M 200 at 25 wet mils thick (0.64 mm) using a proper notched squeegee to entire deck surface, and back roll, overcoating the properly prepared cracks, joints and flashings. For sloped areas, use slope-grade MasterSeal M 200. Do not coat expansion joints over 1" (25 mm) wide. Slope grade product should be used on a slope greater than 15%.
3. Allow curing time of overnight (16-hour minimum). Extend the curing time in cool or dry weather conditions. The surface of MasterSeal M 200 should have a slight tack. If the coating has been exposed for a prolonged period, consult Technical Service for recommendations.

Technical Data Guide
MasterSeal® Vehicular Traffic 1500

HEALTH, SAFETY AND ENVIRONMENTAL

Read, understand and follow all Safety Data Sheets and product label information for this product prior to use. The SDS can be obtained by visiting www.master-builders-solutions.com/en-us, e-mailing your request to mbssc@mbcc-group.com or calling 1(800)433-9517. Use only as directed.

IN CASE OF EMERGENCY: Call CHEMTEL
(1 800) 255-3924 or if outside the US or Canada, +1 (813) 248-0585.

LIMITED WARRANTY NOTICE

Master Builders Solutions Construction Systems US, LLC ("Master Builders") warrants this product to be free from manufacturing defects and to meet the technical properties on the current Technical Data Guide, if used as directed within shelf life. Satisfactory results depend not only on quality products but also upon many factors beyond our control. MASTER BUILDERS MAKES NO OTHER WARRANTY OR GUARANTEE, EXPRESS OR IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE WILL RESPECT TO ITS PRODUCTS. The sole and exclusive remedy of Purchaser for any claim concerning this product, including but not limited to, claims alleging breach of warranty, negligence, strict liability or otherwise, is shipment to purchaser of product equal to the amount of product that fails to meet this warranty or refund of the original purchase price of product that fails to meet this warranty, at the sole option of Master Builders. Any claims concerning this product must be received in writing within one (1) year from the date of shipment and any claims not presented within that period are waived by Purchaser. MASTER BUILDERS WILL NOT BE RESPONSIBLE FOR ANY SPECIAL, INCIDENTAL, CONSEQUENTIAL (INCLUDING LOST PROFITS) OR PUNITIVE DAMAGES OF ANY KIND.

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Master Builders Solutions Construction Systems US, LLC
889 Valley Park Drive, Shakopee, MN 55379
www.master-builders-solutions.com/en-us

Customer Service +1 (800) 433-9517
Technical Service +1 (800) 243-6730



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DESIGN DOCUMENTS:
STRUCTURAL REPAIRS
(2024 / 2025)
PHASE II

DATE: 05/30/25
SCALE: 1" = 40'-0"
JOB: CLWRC 25002

SHEET
SR-8
12 OF 21 SHEETS

ISSUED FOR
BIDDING
(5/30/25)

BAYCARE BALL PARK
601 N OLD COACHMAN ROAD
CLEARWATER, FLORIDA 33765

Pennoni
57555 - 110 Valley Park Drive
Clearwater, FL 33765-3137
(727) 255-1246
JAMES WINGGARD BARNES III
Florida P.E. #77754
Pennoni Project No. CLWRC25002



Sikalastic Traffic Recoat Recommendations

The following are general guidelines for recoating the Sikalastic Traffic 1500, 2000 and 2500 systems. Exact recommendations can only be made following a visual inspection of the area to determine present condition of the old coating, and the degree of traffic to which the system will be exposed. Depending upon the existing membrane condition, recoating may require a full system or portions of the system.

Recoating over any portion of an existing Sikalastic Traffic 1500, 2000 or 2500 system requires shot-blasting or mechanical methods and the use of Sikalastic Primer or P 255 Primer. An on-site evaluation, including the use of an adhesion test should be made to determine adequate adhesion to the existing membrane. We recommend that you contact a local Master Builders representative in your area to assist you in these project types.

Recoat over cured Sikalastic M 200, M 270, TC 225, or TC 295:

1. All products referenced below are to be applied per their technical data guides except where noted.
2. A mockup test application is required to ensure proper adhesion to a properly prepared substrate or existing polyurethane deck coating. Contact your local Sika representative for assistance.
3. Remove all concrete substrate areas which are not sound. Repair all voids, delaminated, and spalled concrete areas with Sika cementitious and/or epoxy patching materials. Cure according to the appropriate technical data guide. Utilize the "Plastic sheet method" (ASTM D4263), or a calcium chloride test (per ASTM F1889) if necessary, to verify the moisture drive through the concrete. For smaller areas that require a rapid repair material, a slurry mixture of Sikalastic 350 and dry silica sand can be used. All concrete repairs should be performed prior to Mechanical surface preparation.
4. Shot-blast or mechanically prepare existing coating to abrade the surface, remove all dirt, or other contaminants and to create a surface profile. (Power washing is not an acceptable substitute for shot blasting / mechanical abrasion). Additional degreasing and/or power washing may be necessary to remove oil, bubblegum, grease, and other surface contaminants prior to shot blasting, to ensure a completely clean surface. All existing loose deck membrane must be removed. Feather edge delaminated areas with a portable grinder. The abrasion process should remove all sheen and dull the surface of the existing membrane.



5. Inspect existing coating for cracks. After priming any base concrete areas with Sikalastic Primer, pre-stripe all existing membrane cracks 1/16" or less with Sikalastic M 200 or Sikalastic M 270. Cracks exceeding 1/16" in width or moving cracks should be routed out to a minimum 1/4" X 1/4" and sealed with a Sikaflex-polyurethane sealant such as 444, SL2 or NP2. For dynamic cracks and joints a bond breaker should be used to prevent adhesion to the bottom of the joint. Once the sealant has cured, pre-stripe with Sikalastic M 270 (minimum of 25-30 wet mils). Lap the pre-striping coat onto the cured membrane a minimum of 3" on either side of the leading sealant joint edge.
 6. On any exposed bare concrete, apply Sikalastic M 270 in accordance with the Sikalastic Traffic 2500 NP technical data guide. In certain patch areas of the membrane, it may be necessary to install a Sikalastic 350 sand mortar mixture to bring the patched area level with the surrounding membrane. Broadcast aggregate into the top to provide a rough surface to bond primer. Allow to cure 3-4 hours.
 7. After abrading the membrane and just prior to re-coating, the surface of the existing Sikalastic membrane should be solvent wiped with Xylene to completely clean the surface and provide "tack" for the new coating. Immediately after the solvent has evaporated, apply one coat of Sikalastic Primer, at 4 wet mils, 250 - 350 sq. ft./gal, over the entire existing membrane in accordance with the Sikalastic Traffic 2500 technical data guide.
 8. Apply a minimum of 20 wet mils of either Sikalastic TC 275 or 295 or 295 tint-base using a notched squeegee at the rate of 80 to 100 ft² per gallon. Immediately back roll to level topcoat followed by a broadcast of Sikalastic aggregate @ 941 or equivalent into the wet topcoat. For this first coat, either method of aggregate insertion is acceptable, use either the aggregate to refusal method or the broadcast and back roll method. Refer to the Sikalastic data guide for a more thorough explanation.
 9. Apply a minimum of 15 to 20 wet mils of either Sikalastic TC 275 or 295 at the rate of 60 to 100 ft² per gallon. Immediately back roll to level topcoat. The final appearance, texture and slip resistance of the final coat is dependent upon the type and amount of aggregate used and is the responsibility of the installer. If additional slip resistance is required, add additional aggregate into the final topcoat.
 10. Allow the new coating to cure a minimum of 24-48 hours before opening the deck to vehicular traffic. Curing time may need to be extended in cool, dry conditions.
- General Recoating Notes and Coverages:
1. Due to variables in recoat applications, surface preparation and material coverage rates may vary.
 2. Sikalastic P 255 is also used as an interlaminar primer and is required for all recoat applications unless project specific written recommendations from Technical Services exclude it. Sikalastic 915 is adhesion promoter added to the Sikalastic Topcoat.
 3. It is the responsibility of the deck coating applicator to determine suitability of existing conditions and the required surface preparation to ensure acceptable long term performance. Participation by your local Sika representative can assist in determination of the needs for your project.



MasterSeal Traffic 2500
Decorative Quartz Procedures

The following are general guidelines for coating of a pedestrian deck system. All prep work must be completed, and a stable substrate must be provided for Sikalastic Traffic 2500 NP.

1. All products referenced below are to be applied per their technical data guides.
2. A test application (Field Adhesion test) is required to ensure proper adhesion to an existing urethane deck coating or bare concrete substrate.
3. Mechanically clean substrate to remove all dirt, oil, grease, or other contaminants and provide a minimum CSP 3 profile. Additional degreasing and/or power washing may be needed on a job-by-job basis. All existing loose deck coating membrane must be removed.
4. Coordinate all prep work (patching, prestriping, etc.) so it is ready for coating at the same time.
5. Patch all spalled concrete areas as necessary using a Sika concrete repair mortar and allow patched areas to dry completely. Utilize a "black mat test" (per ASTM D4263), if necessary, to verify dryness.
6. Inspect existing coating for cracks, prestripe all cracks with Sikalastic M 200 Base Coat. For larger or moving cracks, route out to minimum 1/4" and seal with Sikaflex 444, SL2, NP2, or NP1. When sealant has cured, prestripe with M 200 Base Coat.
7. On bare concrete, apply Sika Primer (optional), allow to cure tack-free then apply Sikalastic M 270 Base Coat at 60 ft² per gallon. Refer to the Sikalastic Traffic 2500 NP technical data guide for instruction on surface preparation, priming and coating application. Confine the application to the exposed substrate; minimize application onto an existing coating if present. Allow Base Coat to cure a minimum 4-6 hours.
8. Apply MasterSeal TC 295 Topcoat at a rate of 80-130 ft² per gallon. Immediately backroll to level Topcoat. While coating is still wet, broadcast Decorative Colored Quartz or Flake to refusal at approximately 35-45 lbs./100 sq. ft. Allow to cure a minimum of 4-6 hours.
9. Remove all loose aggregate / Flake, and then apply 1 coat of Sikalastic TC 295 Aliphatic Urethane Clear Topcoat at a rate of 60-100 Sq. Ft. per gallon depending on aggregate size.

IMPORTANT NOTE: All coverage rates are approximate and may vary due to the application technique used. Actual coverage rate will depend on finish and porosity of the substrate. Always install a job mock-up to confirm coverage rates, texture, and appearance of the quartz or Flake system.

10. Allow the new coating to cure a minimum of 48 hours before pedestrian use.



ISSUED FOR
BIDDING
(5/30/25)

BAYCARE BALL PARK
601 N OLD COACHMAN ROAD
CLEARWATER, FLORIDA 33765

DESIGN DOCUMENTS,
STRUCTURAL REPAIRS
(2024 / 2025)
PHASE II

DATE: 05/30/25
SCALE: 1" = 40'-0"
JOB: CLWRC 25002

SHEET
SR-9a
13 OF 21 SHEETS



PRODUCT DATA SHEET

Sikalastic®-350

RAPID-SETTING, EPOXY-BASED CONCRETE OVERLAY SYSTEM

PRODUCT DESCRIPTION

Sikalastic®-350 is a rapid-curing, skid-resistant, epoxy-based concrete overlay system. When mixed with aggregate it can be used as a repair mortar.

USES

- Parking structures
- Horizontal surfaces
- Interior and exterior
- Bridge decks
- Steel decks
- Warehouse floors
- Elevated airport runways
- Balconies
- Concrete
- Steel

CHARACTERISTICS / ADVANTAGES

- Rapid strength development helps minimize traffic disruption
- Waterproof to prevent chloride ion contamination, freeze-thaw damage and salt scaling
- 90% lighter than typical concrete overlays to limit dead load in suspended structures
- Excellent adhesion to the substrate to prevent delamination and extend surface life
- Skid resistant increasing safety for vehicles and pedestrians
- One-to-one mix ratio by volume simplifies application
- Durable surface extends service life
- No primer required for faster installation
- 100% solids

APPROVALS / STANDARDS

- ASTM C 881

PRODUCT INFORMATION

Chemical Base	Sikalastic®-350 is a two-component epoxy-based binder.
Packaging	<ul style="list-style-type: none">• 10 gallon (38 L) kits• 110 gallon (412 L) kits• 530 gallon (2006 L) kits
Shelf Life	2 years when properly stored
Storage Conditions	Store in unopened containers at 60– 80 °F (16–27 °C) in clean, dry conditions.
Viscosity	20–25 poise (ASTM D 2393) at 75 °F (24 °C); 20–25 ASTM D 2393 #3 spindle at 20 rpm

Product Data Sheet
Sikalastic®-350
June 2024, Version 01.01
020706401000000079

LIMITATIONS

For Best Performance

- Minimum application temperature is 50 °F (10 °C) and rising. Contact Technical Service when temperatures are above 90 °F (32 °C)
- Precondition all components to 70 °F (21 °C) for 24 hours before using.
- Do not apply when rain is expected within 12 hours.
- Finished product is a vapor barrier and should not be applied to on-grade slabs subject to exterior service conditions or other structures where moisture-vapor transmission is a concern.
- Do not use neat (without aggregate).
- Proper application is the responsibility of the user. Field visits by Sika personnel are for the purpose of making technical recommendations only and not for supervising or providing quality control on the job site.
- The Sikalastic®-350 topcoat is a rigid epoxy material and may crack due to substrate flex and movement under the membrane system. Do not install it over moving joints.

ENVIRONMENTAL, HEALTH AND SAFETY

For further information and advice regarding transportation, handling, storage and disposal of chemical products, user should refer to the actual Safety Data Sheets containing physical, environmental, toxicological and other safety related data. User must read the current actual Safety Data Sheets before using any products. In case of an emergency, call CHEMTREC at 1-800-424-9300, International 703-527-3887.

APPLICATION INSTRUCTIONS

SUBSTRATE PREPARATION

Uncoated Metal Surfaces

Remove dust, debris and any other contaminants from vent, drain pipe and posts and other metal surfaces. Clean surfaces to near white per SSPC-NACE2.

Concrete

- Concrete must be fully cured (28 days), structurally sound, clean and dry (ASTM D 4263). All concrete surfaces (new and old) must be shot blasted to remove previous coatings, laitance and all miscellaneous surface contamination and to provide profile for proper adhesion. Abrasive shot blasting must occur after concrete repair has taken place. Acid-etching is not permitted. Proper profile should be a minimum of ICR1 CSP-5 (as described in ICR1 document 03732.)
- Repair voids and delaminated areas with Sika branded cementitious and epoxy patching materials. For application when fast-turn repairs are required, Sikalastic®-350 can be used to repair patches up to 1.5" in depth when used in aggregate slurry mix.
- All units must be applied within the specified pot life.

Product Data Sheet
Sikalastic®-350
June 2024, Version 01.01
020706401000000079

BUILDING TRUST



TECHNICAL INFORMATION

Shore D Hardness	62 (ASTM D 2240) at 7 days
Abrasion Resistance	Abrasion - Taber 1000 cycles - CS 17 wheel 70 mg (neat) 77 mg (with aggregate) (ASTM D 4060)
Compressive Strength	24 hrs 7 days 4,000–4,500 psi 6,500–7,000 psi (ASTM D 695)
	Mixed with Aggregate 3 hrs 24 hrs 3,000–3,500 psi 5,000–5,500 psi (ASTM C 579)
Flexural Strength	Modulus of Elasticity in Compression 1.21 x 10 ⁶ psi (834 mPa) (ASTM C 695)
Tensile Strength	6,525 psi (ASTM D 638) at 7 days
Tensile Resistance	Tensile elongation >30% (ASTM D 638) at 7 days
Adhesion in peel	Adhesion Pull Test >536 psi (break in concrete) (ASTM D 7234) 24 hours (ACI 503 Appendix A)

Thermal resistance	Thermal compatibility 5 cycles Pass (ASTM C 884) Modified: 8 hours @ 60 °C plus 16 Hours @ -21 °C
Water Absorption	0.02% (ASTM D 570) 24 hrs
Rapid Chloride Permeability	Rapid Chloride Permeability Chloride ion penetration @ 28 days 0 negligible (ASTM C1202) (ASHTO T277)

APPLICATION INFORMATION

Mixing Ratio	1 to 1, by volume
Coverage	<ul style="list-style-type: none">• Parking Decks: 40 - 60 ft² /gallon (1.0 - 1.5 m² /L), depending on porosity and profile of substrate• Bridge Decks: 20 - 40 ft² /gallon (0.5 - 1.0 m² /L), depending on porosity and profile of substrate• 80 ft² /gallon (1.96 m² /L) as a primer for epoxy binder• Binder yield varies depending on mix ratio (aggregate to epoxy) and aggregate size and gradation.• Mortar Mix Yield: A ratio of 3 GAL Sand + 1 GAL mixed Sikalastic®-350 = 2.8 GAL mortar mix (650 in³)
Gel time	15–20 min (ASTM C 881) at 72 °F (22 °C); (Modified to test 70 g sample)

BASIS OF PRODUCT DATA

Results may differ based upon statistical variations

depending upon mixing methods and equipment, temperature, application methods, test methods, actual site conditions and curing conditions.

Product Data Sheet
Sikalastic®-350
June 2024, Version 01.01
020706401000000079

BUILDING TRUST



- joint.
5. Place the epoxy mortar into the repair area and level with a trowel or float. Excess working of the surface will bring resin to the top, which will create a slick finish when cured. To prevent this, broadcast aggregate to refusal onto leveled surface.
6. Allow time for sufficient curing before removing forms, if applicable.
7. When using the Sikalastic®-350 as a binder in this method, the mortar should be placed at no more than 15" maximum depth.
8. Allow a minimum cure time of 6 hrs at 70°F (21°C), for Sikalastic®-350 before allowing vehicular traffic.

Aggregate

An angular-shaped silica or basalt aggregate may be used. The aggregate shall be an angular-shaped silica with Mohs scale hardness of 7 or greater or basalt with a hardness of 6 or greater. The alternate aggregate must be clean, dry (less than 0.2% moisture), and conform to the following gradation.

PERCENT, BY WEIGHT, PASSING IN INDICATED U.S. STANDARD-SIEVE SERIES

Coarse Aggregate				
Sieve #	4	8	16	30
% Passing	100	30–75	0–5	0–1

CLEANING OF TOOLS

Cleanup tools with xylene immediately after use.

LEGAL DISCLAIMER

- KEEP CONTAINER TIGHTLY CLOSED
- KEEP OUT OF REACH OF CHILDREN
- NOT FOR INTERNAL CONSUMPTION
- FOR INDUSTRIAL USE ONLY
- FOR PROFESSIONAL USE ONLY

Prior to each use of any product of Sika Corporation, its subsidiaries or affiliates ("SIKA"), the user must always read and follow the warnings and instructions on the product's most current product label, Product Data Sheet and Safety Data Sheet which are available at usa.sika.com or by calling SIKA's Technical Service Department at 1-800-933-7452. Nothing contained in any SIKA literature or materials relieves the user of the

Sika Corporation
201 Polito Avenue
Lyndhurst, NJ 07071
Phone: +1 800-933-7452
Fax: +1 201-933-9229
usa.sika.com



Product Data Sheet
Sikalastic®-350
June 2024, Version 01.01
020706401000000079

BUILDING TRUST



REPAIR PROCEDURE FOR
CRACKING/PITTING ELEVATED SLABS
ALTERNATE #3

NOTES:

- 1: CONTRACTOR TO SCORE THE AREA AROUND THE PITTED AREA X ½" DEEP.
- 2: SCORING TO BE RECTANGULAR IN SHAPE.
- 3: INSTALL MS 350 AS NOTED BELOW.

BASE BID (BATTERS EYE STAIRS / LANDING)
REFER TO PHOTOS P12 AND P13

NOTES:

- 1: REMOVE ALL EXISTING COATINGS ON THE STAIR RISERS / NOSING AND STAIR TREAD AND UPPER LANDING IN THEIR ENTIRETY.
- 2: APPLY SIKALASTIC 350 TO CONCRETE SURFACES.
- 3: PREP AND APPLY SIKA COATINGS TO THE STEEL RISERS AND NOSINGS PER EXHIBIT #1 OF THE SPECIFICATIONS.
- 4: COLORS TO MATCH.

ROBERTSON RECREATIONAL SURFACES
2414 W 12TH ST., SUITE 5
TEMPE, AZ 85281
PHONE: (800) 858-0519
FAX: (602) 340-0402
www.totturf.com

SUB-BASE OPTIONS PER ADA GUIDELINES: (1) COMPACTED AGGREGATE - 4" OF 3/4" MINUS IRREGULAR STONE WITH FINES COMPACTED TO 95% IN 2" WATERED LIFTS. (2) CONCRETE - MINIMUM OF 5-4" AT A MINIMUM 2500 PSI. MUST CURE FOR 7 DAYS PRIOR TO CUSHION LAYER. MUST CURE FOR 28 DAYS IF WEAR COURSE IS TO BE APPLIED DIRECTLY TO CONCRETE SURFACE. (3) ASPHALT - MUST CURE A MINIMUM OF 14 DAYS, POWER WASHED

SECTION VIEW

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWING.
3. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
4. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
5. ADDITIONAL INFORMATION MAY NOT BE VISIBLE/AVAILABLE IN MODEL SPACE.
6. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADDetails.com/info AND ENTER REFERENCE NUMBER 5221-005

ROBERTSON RECREATIONAL SURFACES

FLUSH MOUNT TO WALL, CURB, OR SIDEWALK (EXISTING CONSTRUCTION)

5221-005
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REVISION DATE: 28/03/2018
CADDetails.com

DESIGN DOCUMENTS,
STRUCTURAL REPAIRS
(2024 / 2025)
PHASE II

DATE: 05/30/25

SCALE: 1" = 40'-0"

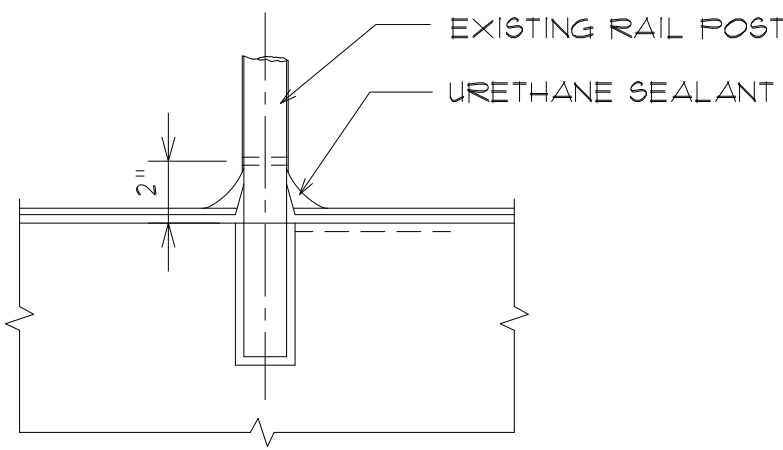
JOB: CLWRC 25002

SHEET
SR-9b
14 OF 21 SHEETS

ISSUED FOR
BIDDING
(5/30/25)

BAYCARE BALL PARK
601 N OLD COACHMAN ROAD
CLEARWATER, FLORIDA 33765

2755 N. W. 11th Ave
Clearwater, FL 33760-3137
(727) 325-1248
FAX: (727) 325-1248
JAMES VINCENT BARNES III
Florida P.E. #77754
Pennoni Project No. CLWRC25002



1 HANDRAIL POST POCKET DETAIL
SCALE: N.T.S.

POST POCKET DETAILING PROCEDURE:

1. DRILL HOLE IN POST 2" ABOVE DECK.
2. ALTERNATELY VACUUM / INJECT AIR INTO HOLE TO DRY OUT THE INSIDE OF THE POST.
3. INJECT A MOISTURE INSENSITIVE EPOXY INTO THE HOLE. VERIFY THAT THE EPOXY HAS FILLED THE POST INTERIOR TO THE BOTTOM OF THE HOLE. LEAVE THE HOLE OPEN FOR FUTURE DRAINAGE.
4. REMOVE RUST STAINS.
5. SEAL POST TO DECK WITH URETHANE SEALANT.
6. TOUCH UP PAINT RAILING TO MATCH.



5 P-4 STAIR REPAIR BEHIND ELEVATOR
NIC



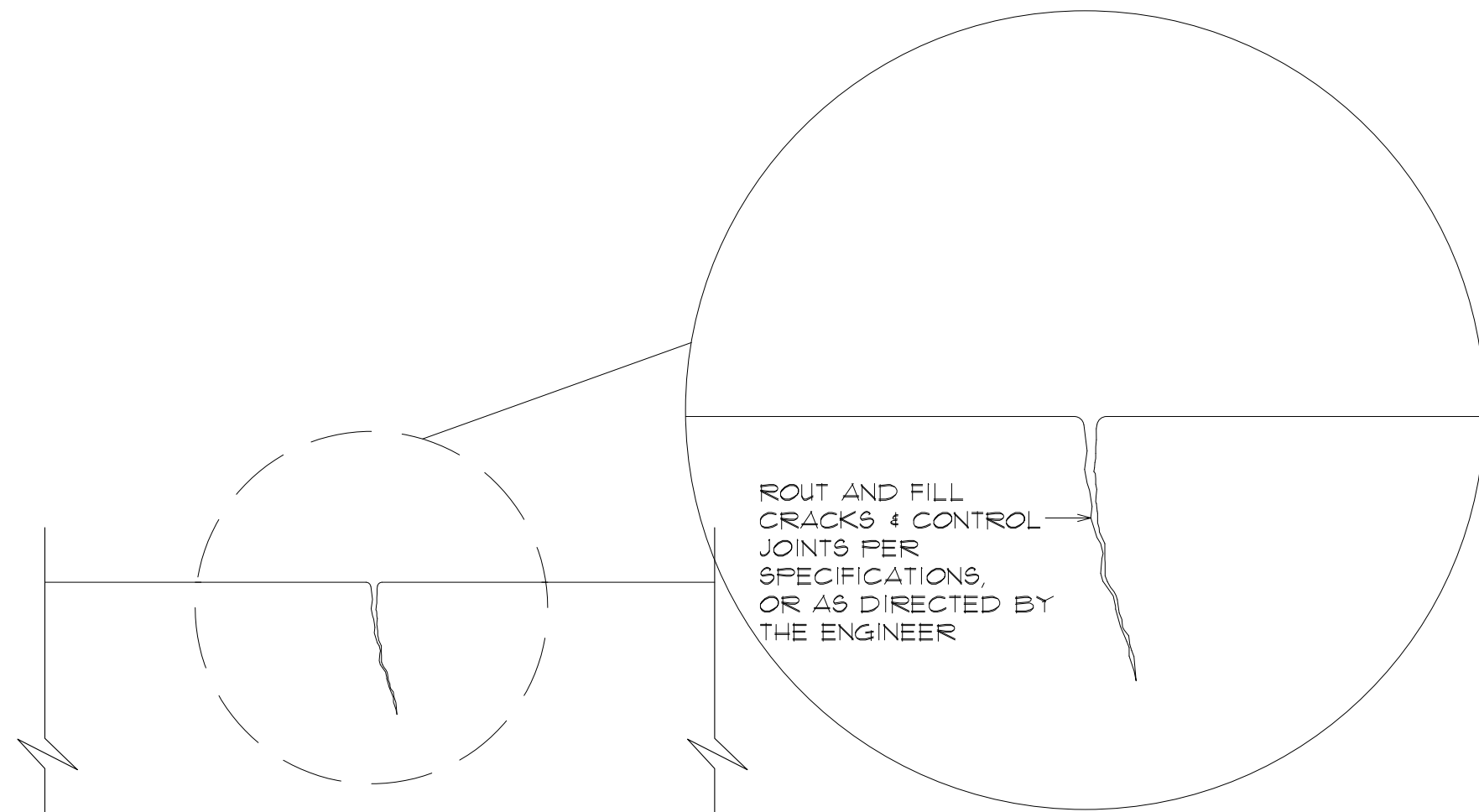
6 P12: BETTER'S EYE STAIRS TO BE RE-DONE
1: POWER WASH
2: REMOVE ALL LOOSE MATERIAL.
3: RE-COAT WITH SIKALASTIC 350.
4: SEE SPECIFICATIONS.



1 P46: GATE SLEEVES MISSING AT ENTRY GATES
1: EXCAVATE THE REMNANTS OF THE EXISTING SLEEVES.
2: INSTALL NEW HDG SLEEVES TO MATCH EXISTING.
3: REPAIR CONCRETE WITH A REPAIR MORTAR.

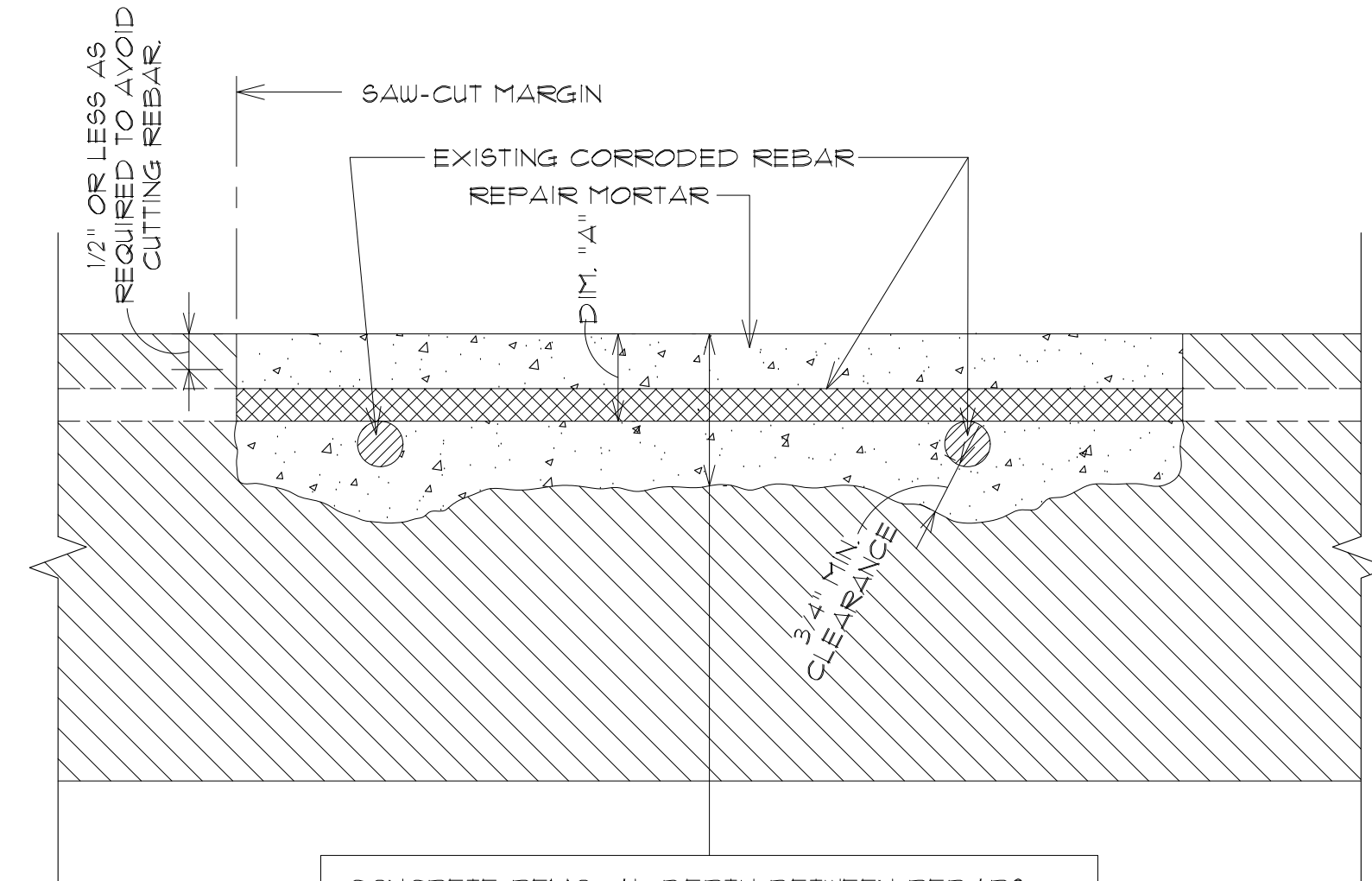


2 P62: REPAIR EXPOSED REBAR AT MULTIPLE LOCATIONS
1: EXCAVATE IN A SQUARE PATTERN PER ACI / ICRI GUIDE LINES.
2: CLEAN REBAR WITH A WIRE WHEEL.
3: REMOVE THE EXPOSED REBAR TO 1-1/2" BELOW THE SURFACE, IF FEASIBLE. CONTACT ENGINEER, IF NOT.
4: COAT REBAR WITH EMACO P24, OR EQUAL.
5: REPLACE CONCRETE WITH A REPAIR MORTAR



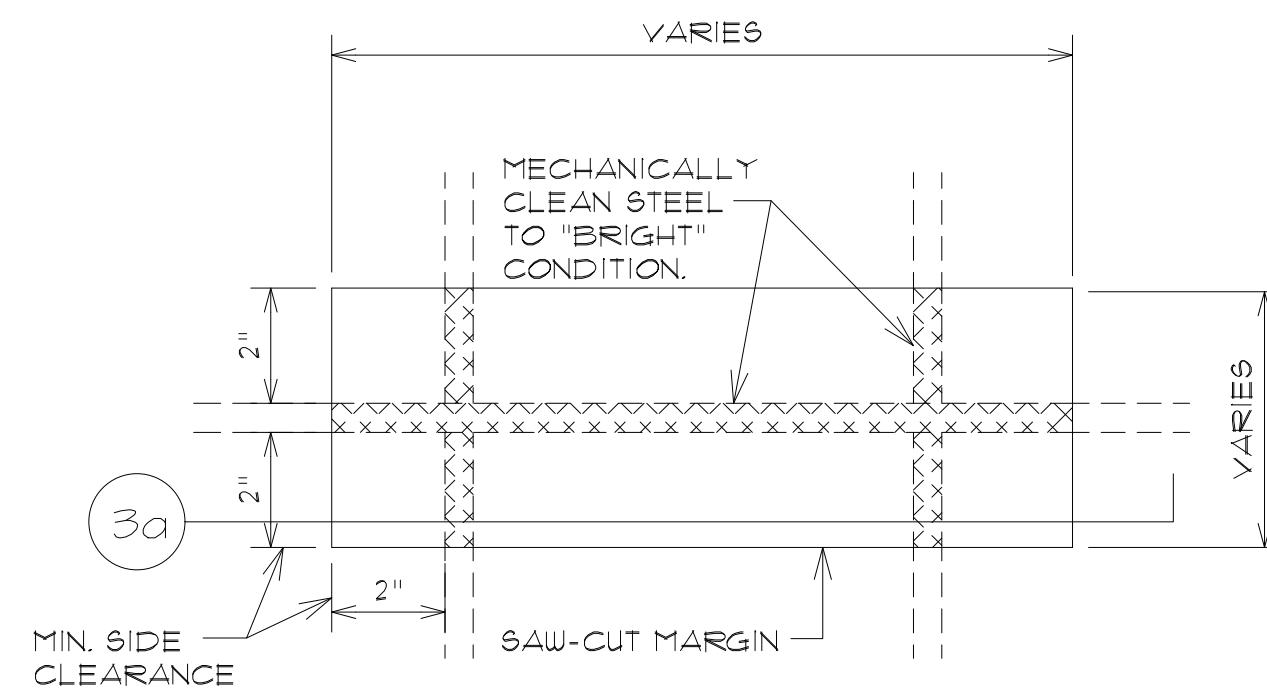
- NOTES:
1. SEE SPECIFICATIONS FOR SURFACE PREPARATION, AND APPLICATION INSTRUCTIONS.
 2. ROUT AND SEAL PER SPECIFICATIONS WITH SILICONE OR URETHANE SEALANT, AS APPLICABLE.
 3. REFER TO ACI RAP #2.

2 ROUT AND SEAL SLAB CRACK DETAIL
N.T.S.



CONCRETE REMOVAL DEPTH BETWEEN REBARS	
MINIMUM DEPTH	MAXIMUM DEPTH
THE GREATER OF: (DIM "A" + 3/4") & 2"	MINIMUM DEPTH + 1/4"

3 DETAIL
NOT TO SCALE



PLAN VIEW OF SLAB

3 SLAB TOPSIDE SURFACE REPAIR DETAIL
NOT TO SCALE

1. SAW CUT PER SPECIFICATIONS.
2. CLEAN OUT EXCAVATION.
3. CLEAN AND COAT REBAR WITH AN ANTI-CORROSION COATING PER THE SPECIFICATIONS.
4. INSTALL CONCRETE REPAIR GROUT PER SPECIFICATIONS.

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CLEARWATER, FLORIDA 33765

DESIGN DOCUMENTS,
STRUCTURAL REPAIRS
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SHEET

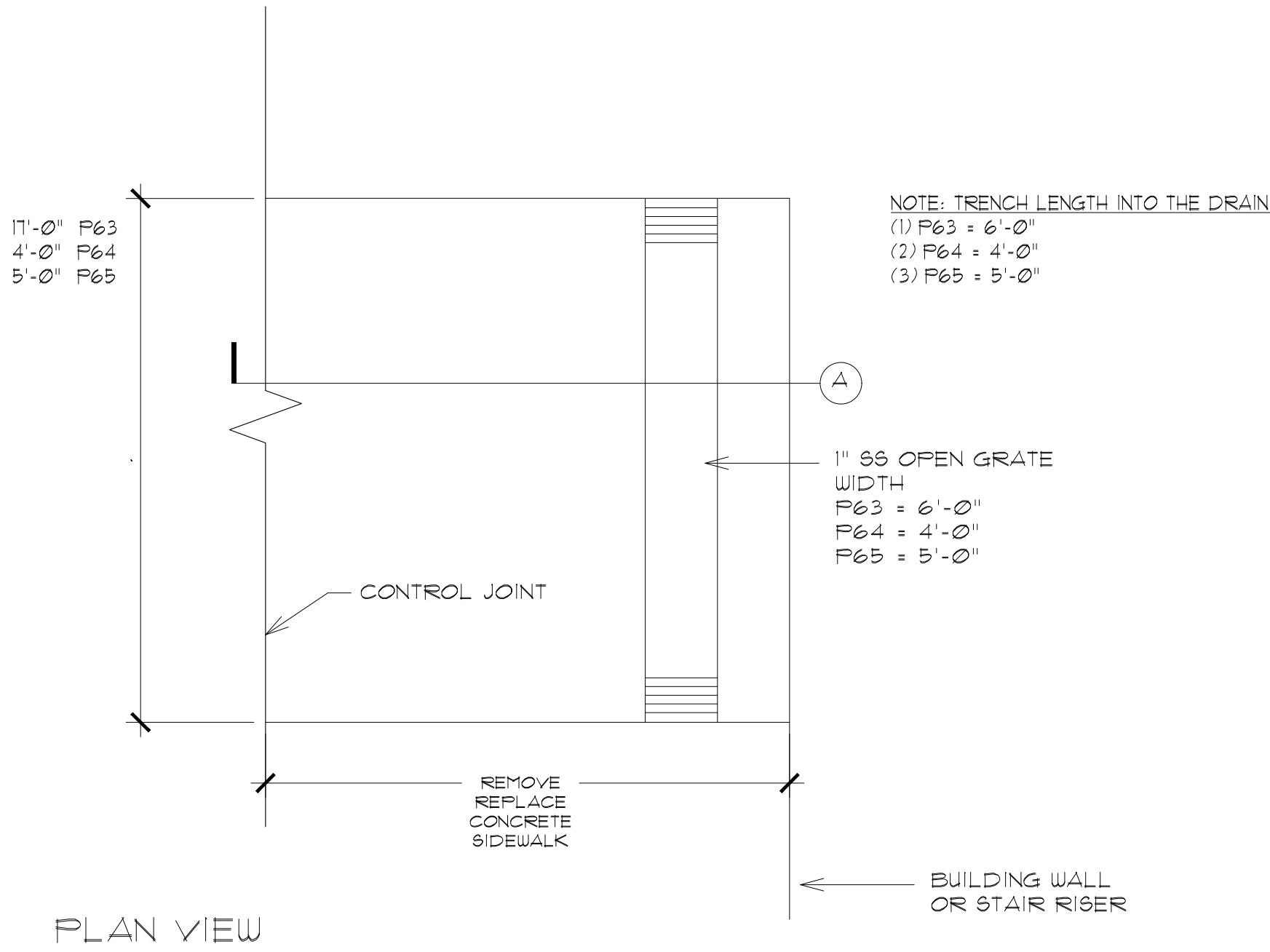
SR-10

15 OF 21 SHEETS



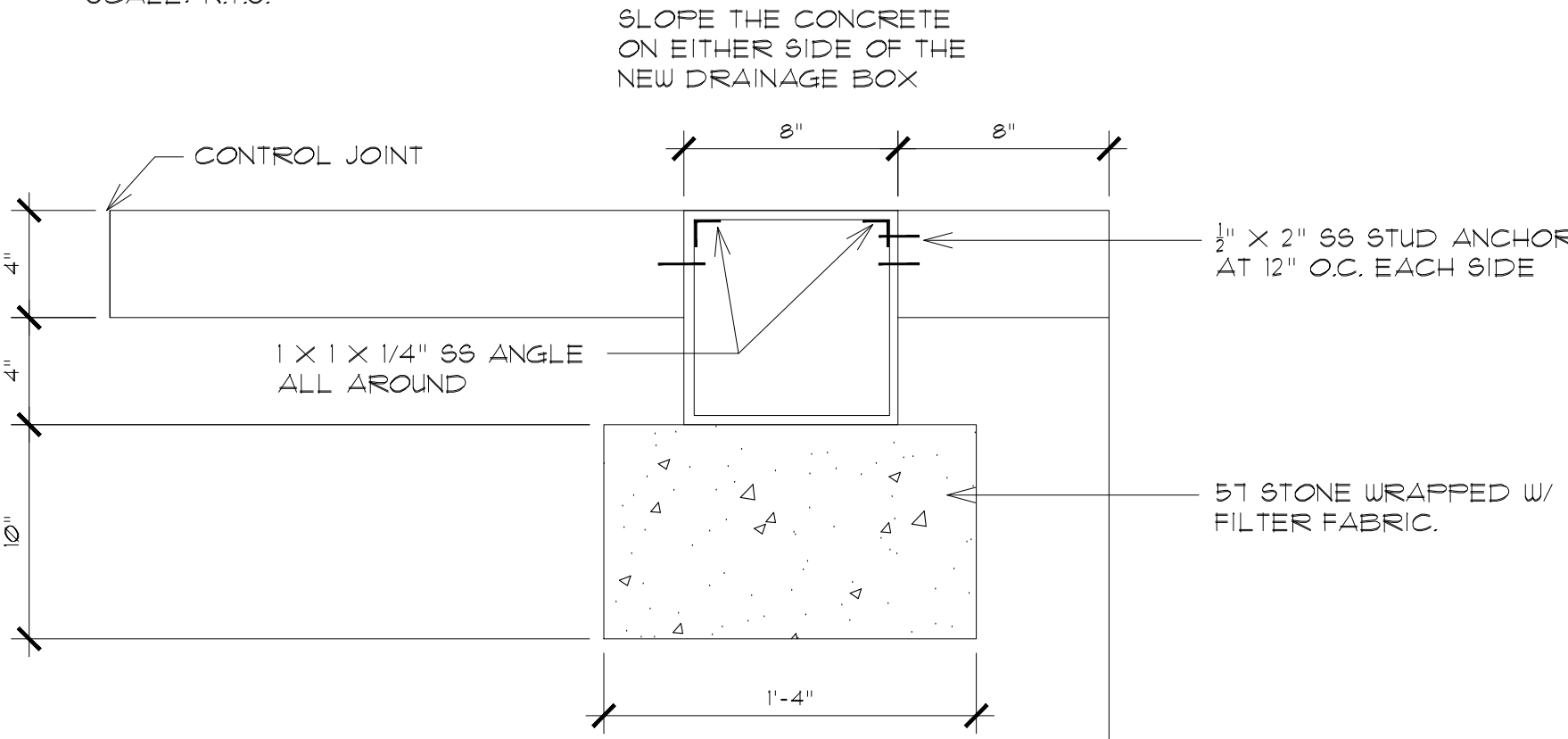
9a

- NOTES:
1. REFERENCE ALTERNATE #1 ON THE SOV.
 2. THE CANOPIES ARE TO BE INSTALLED OVER THE TWO (2) DOORS (FULL WIDTH OF THE SIDEWALK BELOW).
 3. THE CONSTRUCTION SHALL BE ALUMINUM FRAME WITH FABRIC COVER TO MATCH THE CANOPIES AT THE TICKET BOOTHS ABOVE.
 4. THE CONTRACTOR SHALL HAVE THE DESIGN S/S BY A PE IN FLORIDA.



PLAN VIEW

SCALE: N.T.S.



SECTION
SCALE: N.T.S.

SECTION VIEW OF FRENCH DRAINS (3 TOTAL),
DRAIN REVISION AT SW CORNER OF STADIUM

9

SCALE: N.T.S.

- NOTE:
1. DRAINAGE BOX 8" X 8" WITH SS GRATE WITH 1" X 1" X 1/4" SS ANGLES AS SHOWN, PLUS THE BOTTOM AND END PLATES TO HAVE 1" HOLES @ 2" O.C. EACH WAY.

(ALTERNATE #1)

(ALTERNATE #1)



(ALTERNATE #2)



9

P36, P64, P65: FRENCH DRAINS AT THE SUBJECT PHOTO LOCATIONS (SEE DETAIL)

1. REMOVE CONCRETE AS NOTED.
2. EXCAVATE 18" DEEP X 24" WIDE X THE LENGTH OF THE NEW SS BOX / GRATE.
3. INSTALL #51 STONE GRAVEL WRAPPED IN A FILTER FABRIC.
4. INSTALL NEW TYPE 316 SS BOX 8" WIDE X 8" DEEP / 1" DEEP OPEN GRATE / BOTTOM PLATE (WITH 1" DIA. HOLES AT 8" O.C. EACH WAY).
5. BACKFILL OUTSIDE THE SS BOX WITH CRUSHED GRAVEL.
6. REPLACE SIDEWALK (3500 PSI CONCRETE AT 4" THICK) WITH FIBER MESH.

DESIGN DOCUMENTS,
STRUCTURAL REPAIRS
(2024 / 2025)
PHASE II

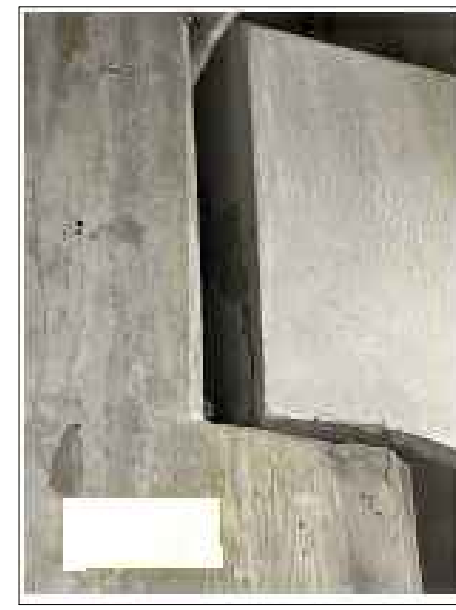
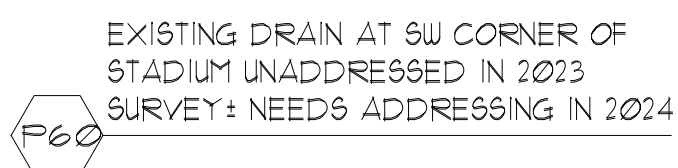
DATE: 05/30/25
SCALE: 1" = 40'-0"
JOB: CLWRC 25002

SHEET
SR-11
16 OF 21 SHEETS

BAYCARE BALL PARK
601 N OLD COACHMAN ROAD
CLEARWATER, FLORIDA 33765

ISSUED FOR
BIDDING
(5/30/25)

Pennoni
2755 N. W. 11th Ave.
Clearwater, FL 33760-3137
(727) 325-1248
JAMES VINCENT BARNES III
Florida P.E. #77754
Pennoni Project No. CLWRC2502



- NOTES:

- PLAN VIEW



REPLACE CHECKER PLATE COVERS
AND STEEL BOXES AT WEST SIDE OF
THE STADIUM. INSTALL AT THREE (3)
LOCATIONS

SCALE: N.T.S.

NOTE: ALLOWABLE LOADS TO BE VERIFIED
BY DELEGATED SHORING PROFESSIONAL
ENGINEER



- PAINT REPAIRS AT RAILINGS / EFIS / METAL
BRACKETS, BATTERS EYE STAIR RISERS.

- NOTES:
P16 / P17: REFER TO EXHIBIT #1 (PREVIOUSLY COATED FERROUS RAILINGS)
P18: REFER TO EXHIBIT #1 (GALVANIZED METAL RAILINGS, AFTER
APPLYING COLD GALVANIZING PER ASTM A180.
P48: REFER TO EXHIBIT #1 (EIFS)
P81: REFER TO EXHIBIT #1 (FERROUS METAL BRACKETS)

**SUED FOR
BIDDING
(5/30/25)**

BAYCARE BALL PARK
601 N OLD COACHMAN ROAD
CLEARWATER, FLORIDA 33765

DESIGN DOCUMENTS, STRUCTURAL REPAIRS (2024 / 2025) PHASE II

DATE: 05/30/25
SCALE: 1" = 40'-0"
JOB: CLWRC 25002

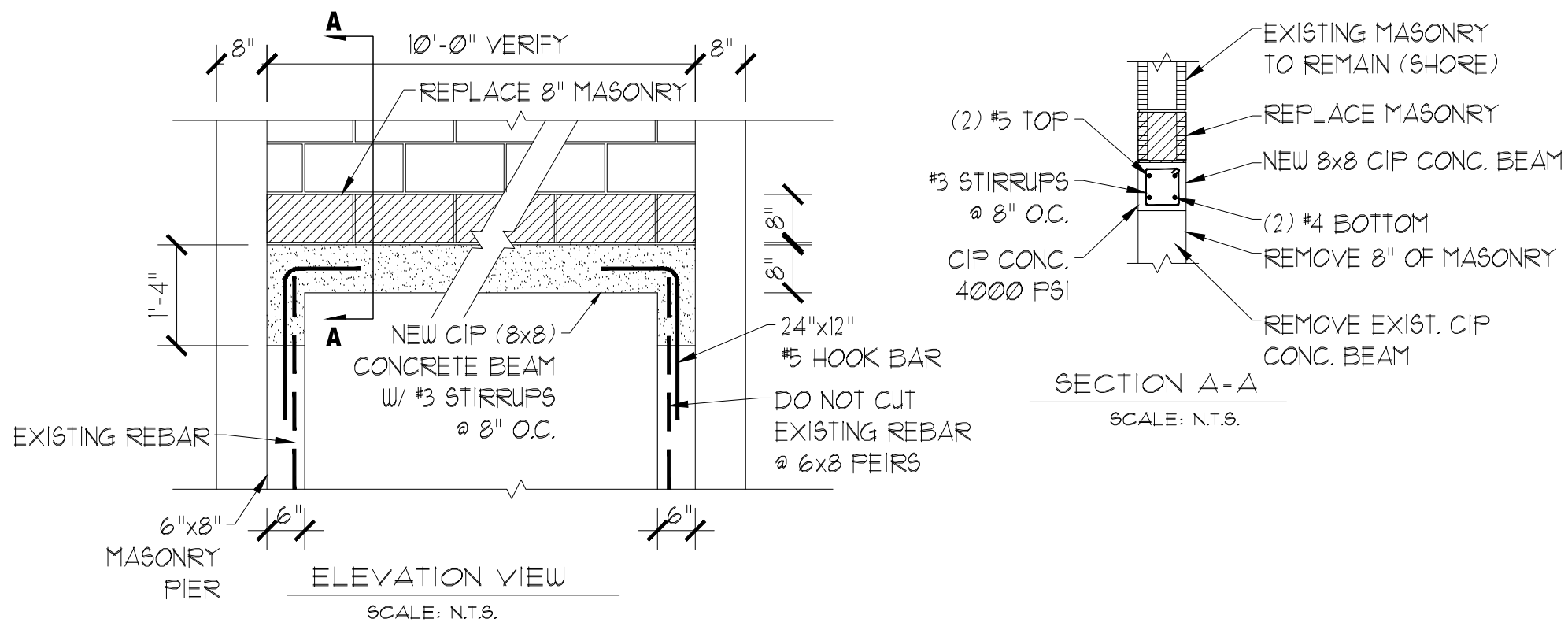
SHEET

SR-12

17 OF 21 SHEETS



PZ42



1 DETAIL

- NOTES:
1. SHORE MASONRY ABOVE THE EXISTING LINTEL. (DESIGN BY A FLORIDA PE)
 2. REMOVE EXISTING LINTEL AND 8" OF MASONRY.
 3. INSTALL NEW CIP LINTEL. (SEE DETAIL)
 4. REPLACE MASONRY ABOVE THE NEW CIP BEAM.
 5. PAINT NEW LINTEL/MASONRY TO MATCH EXISTING.



PZ33



PZ34

2 DETAIL

- NOTES:
1. YELLOW STAIR TREAD NOSINGS NEED TO BE RE-SECURED AT CERTAIN LOCATIONS. CONTRACTOR TO LOCATE THESE NOSINGS AND RE-SECURE PER THE SOV.
 2. ALL (3) FLIGHTS.
 3. NO RE-PAINTING OF THE YELLOW STAIR TREAD NOSINGS. (ALL STAIRS)



PZ35

3 DETAIL

- NOTES:
1. ROUTE MASONRY JOINT UNDER CONCRETE SLAB.
 2. RE-POINT JOINT PER BIA TF WITH TYPE N MORTAR.



PZ60

4 DETAIL

- NOTES:
1. LEAK NEEDS TO BE ADDRESSED.
 2. SEE ALLOWANCE ON SOV.



PZ18

5 DETAIL

- NOTES:
1. THIS DETAIL IS ALREADY COVERED BY DETAIL #2



PZ12

6 DETAIL

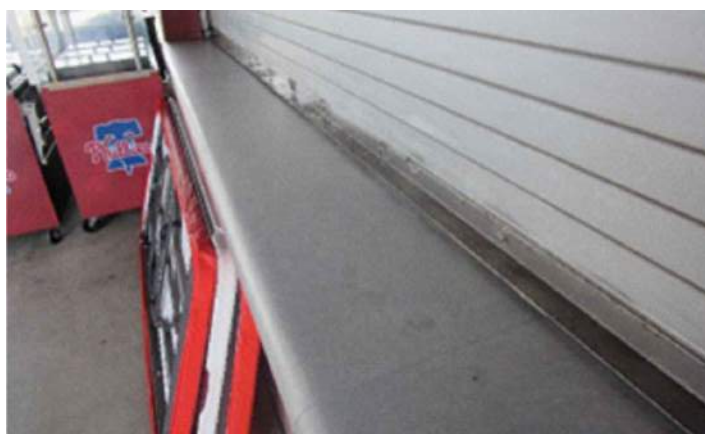
- NOTES:
1. CONCRETE DAMAGE AND SEALANT NEED REPAIR.
 2. REFER TO DETAILS 2/6R-10 / 3/6R-10.
 3. REFER TO APPLICABLE UNIT PRICES ON SOV.



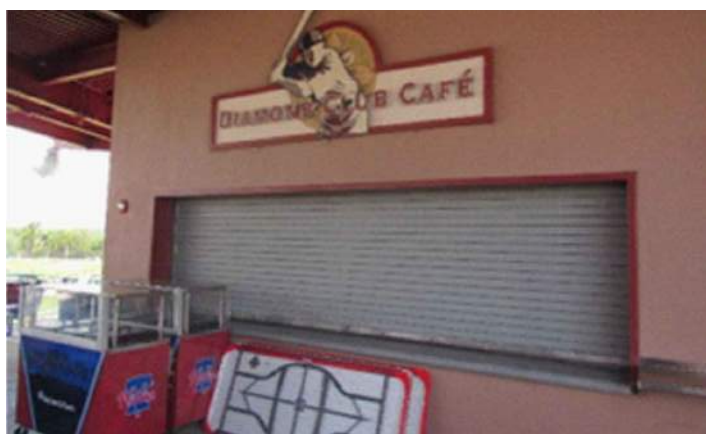
PZ14

7 DETAIL

- NOTE:
1. CONCRETE DAMAGES NEEDS TO BE REMOVED/REPLACED.
 2. REFER TO DETAIL 3/6R-10.
 3. REFER TO APPLICABLE UNIT PRICES ON SOV.



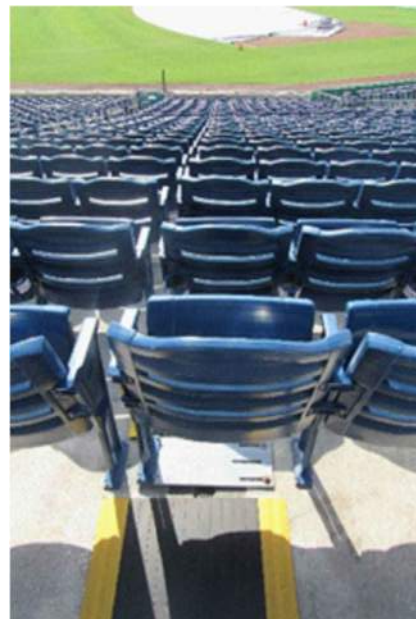
PZ31



PZ38

8 DETAIL

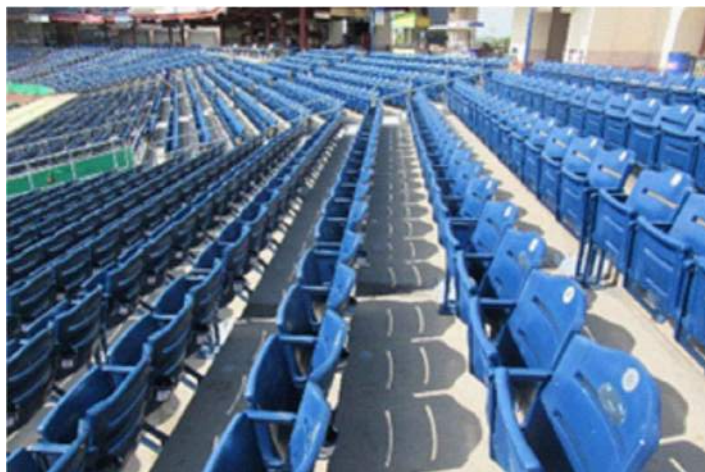
- NOTES:
1. REMOVE THE OUTSIDE SILL ANGLE AND DOOR SEAL AT BOTTOM OF THE SUBJECT DOOR.
 2. REPLACE THE OUTSIDE SILL ANGLE WITH HDG STEEL ANGLE/BOLTS TO MATCH EXISTING.
 3. REPLACE THE DOOR SEAL TO MATCH THE EXISTING.
 4. REPAINT DOOR EXTERIOR.



PZ16

9 DETAIL

- NOTES:
1. LEAK NEEDS TO BE ADDRESSED.
 2. SEE ALLOWANCE ON SOV.



PZ17



PZ1



PZ2



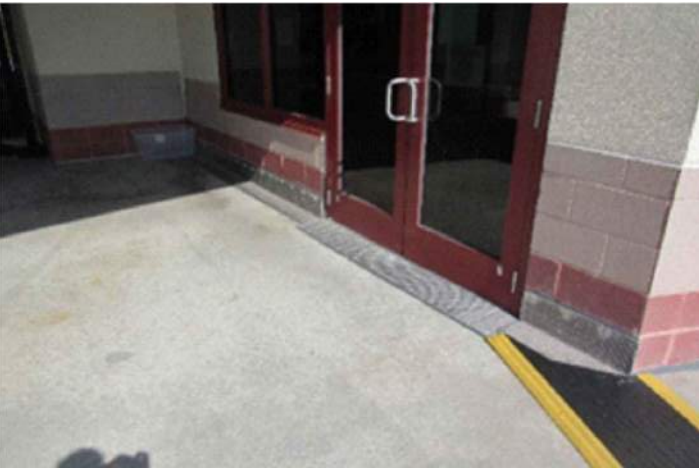
PZ3

10 DETAIL

- NOTES:
1. LEAK NEEDS TO BE ADDRESSED AT ALL (3) LOCATIONS.
 2. SEE ALLOWANCE ON SOV.



PZ4



PZ15



PZ54



PZ55

11 DETAIL

- NOTES:
1. LEAK NEEDS TO BE ADDRESSED.
 2. SEE ALLOWANCE ON SOV.



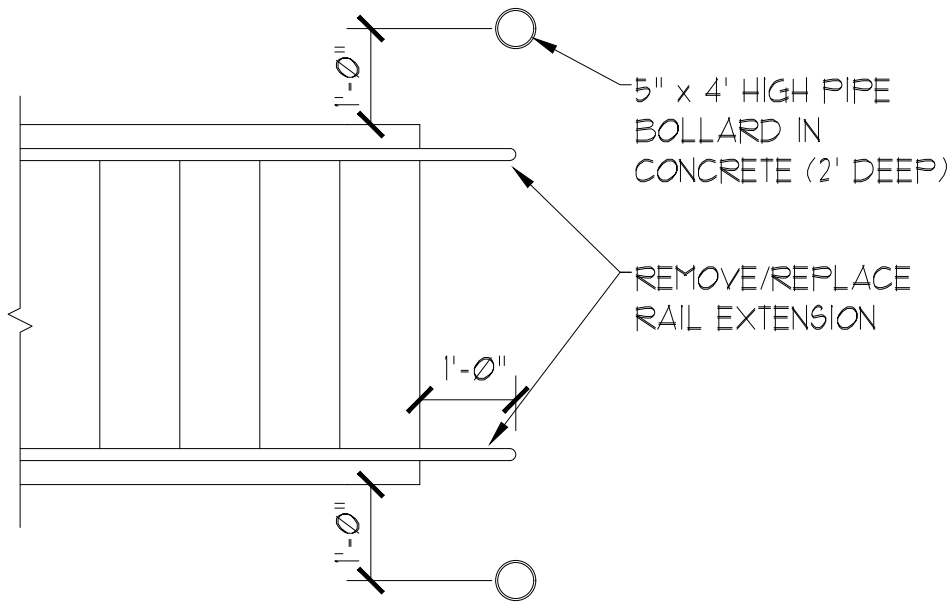
PZ56

12 DETAIL

- NOTES:
1. LEAK NEEDS TO BE ADDRESSED.
 2. SEE ALLOWANCE ON SOV.



PZ51



13 DETAIL
SCALE: NT.S.

- NOTES:
1. REMOVE BOTH HAND RAIL EXTENSIONS AND DISPOSE OFF SITE.
 2. INSTALL NEW HDG GALVANIZED HAND RAIL EXTENSIONS BY WELDING PER CODE.
 3. COAT WELDS WITH 2 COATS OF COLD GALVANIZING PER ASTM A128.
 4. INSTALL NEW 5" DIAMETER x 4' POSTS EITHER SIDE OF THE STAIRS. (SET IN CONCRETE)
 5. PAINT THE NEW HAND RAIL EXTENSIONS/HDG POSTS OSHA YELLOW.



PZ59

14 DETAIL

- NOTES:
1. REMOVE EXISTING BENT FLASHING AT THE BOTTOM OF THE FLOOR.
 2. REPLACE THE EXISTING FLASHING TO MATCH EXISTING.



PZ28



PZ29



PZ30

15 DETAIL

- NOTES:
1. CONC. CRACKS TO BE REPAIRED AT THE BATTERS EYE BRIDGE/ RF BRIDGE DETAIL 2/5R-10.



PZ32



PZ38

16 DETAIL

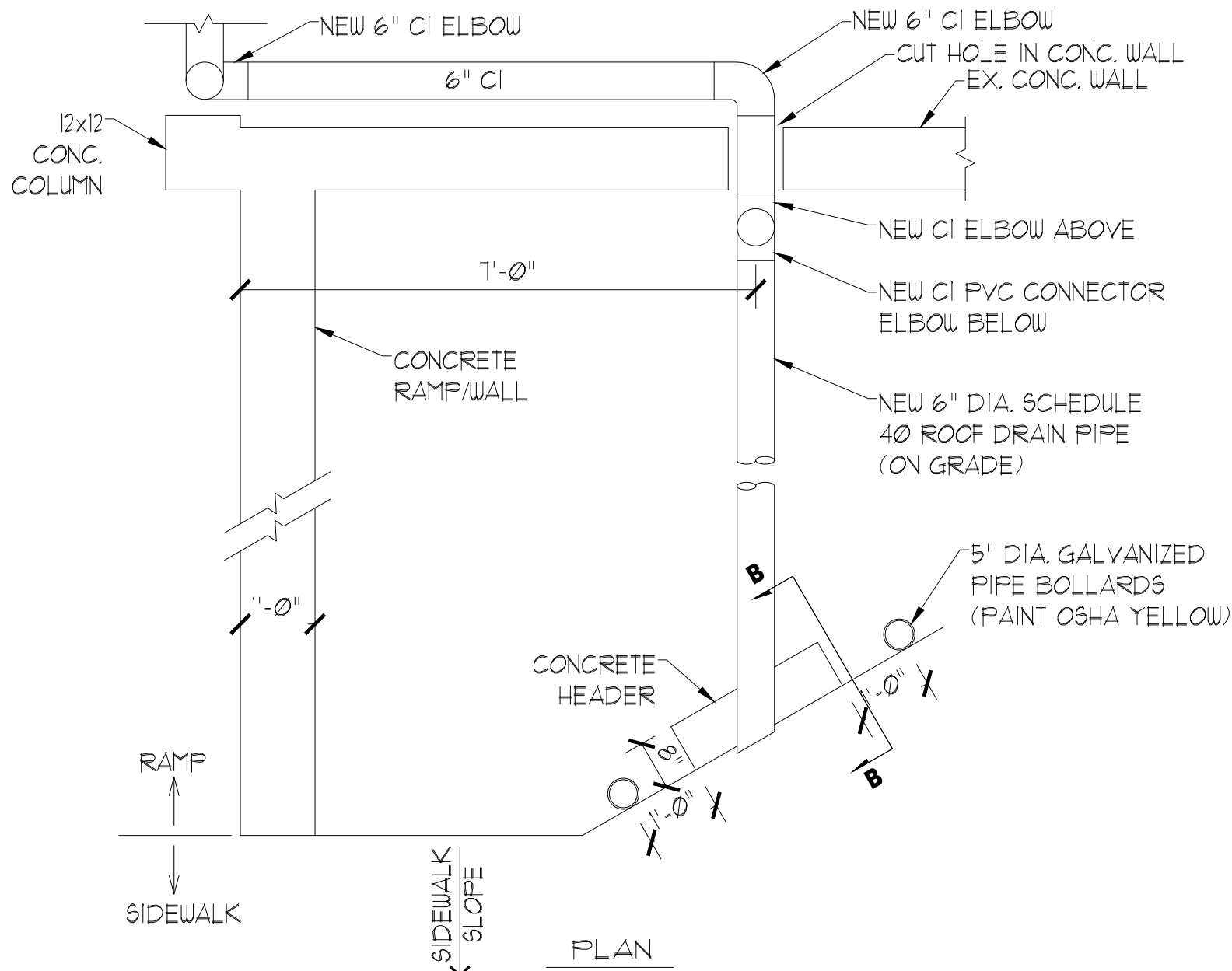
- NOTES:
1. LEAK NEEDS TO BE ADDRESSED.
 2. SEE ALLOWANCE ON SOV.



PZ31

17 DETAIL

- NOTE:
1. NIC



PZ45



PZ46

18 DETAIL

- NOTES:
1. CONNECT THE EXISTING 6" DRAIN DOWNSPOUT TO THE NEW 6" DRAIN LINE PER DETAIL #18.
 2. INSTALL AN EXTENSION OF THE 6" DRAIN LINE TO THE EXISTING SIDEWALK. (ABOVE GRADE)
 3. BUILD A CONCRETE HEADER AT THE EXISTING SIDEWALK PER DETAIL.
 4. INSTALL PIPE BOLLARDS AS SHOWN. PAINT OSHA YELLOW.



PZ50

19 DETAIL

- NOTES:
1. REPAIR CONCRETE CRACKS ON GRADE PER DETAIL 2/5R-10.
 2. REFER TO THE APPLICABLE UNIT PRICES ON THE SOV.



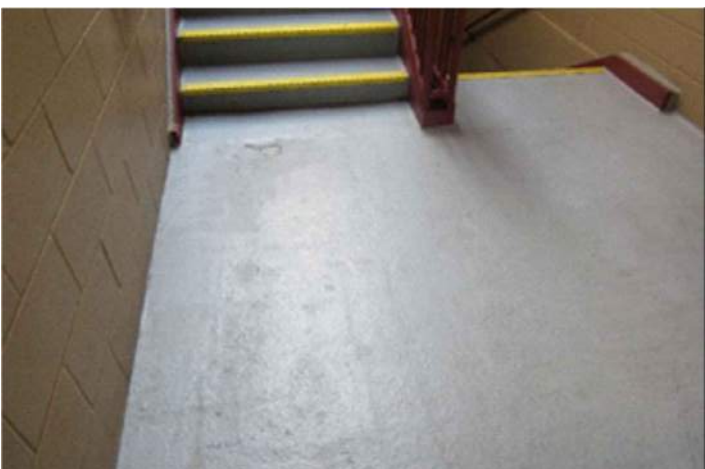
PZ51



PZ52

20 DETAIL

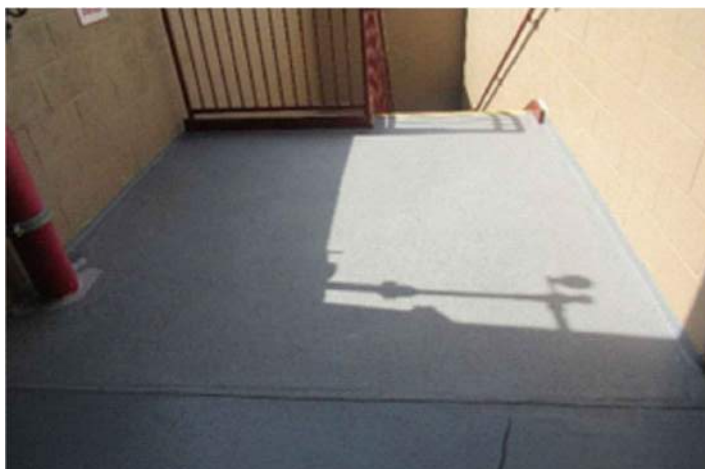
- NOTES:
1. REPAIR RAILING POST POCKETS PER DETAIL 1/5R-10.
 2. RE-PAINT "RED" RAILINGS PER THE SPECS AND THE SOV.
 3. RE-PAINTING THE "RED" RAILINGS SHALL INCLUDE BOTH THE SOUTH (PHOTO SHOWN) AND THE WEST STAIRS.



PZ20



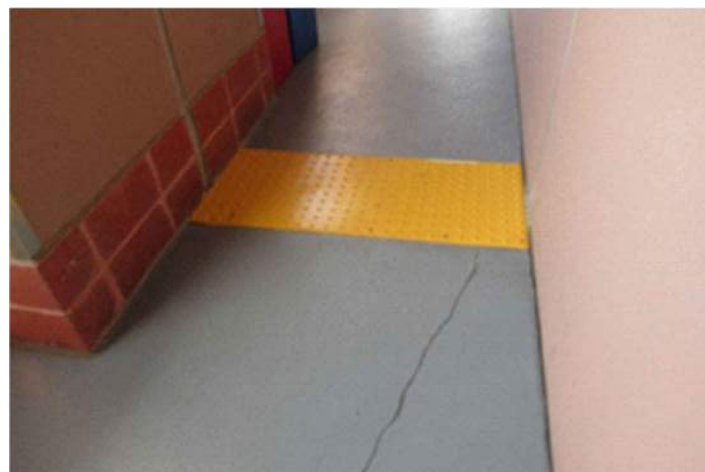
PZ21



PZ22

23 DETAIL

- NOTES:
1. PREPARE THE SUBJECT THREE (3) STAIR LANDINGS FOR RE-COATING.
 2. RE-COAT THE SUBJECT STAIR LANDINGS WITH MASTERSEAL 1500 LIGHT DUTY TRAFFIC COATING.



PZ41



NEW WABO EJ COVER

21 DETAIL

- NOTES:
1. REMOVE EXISTING COVERS AND DISPOSE OFF SITE.
 2. REPLACE THE EXISTING EJ COVERS WITH NEW WABO EJ COVERS.

22 RE-CAULK AROUND ALL FIRE PIPES

- NOTES:
1. THIS ITEM HAS BEEN REMOVED FROM THE SCOPE OF WORK.
 2. NIC.

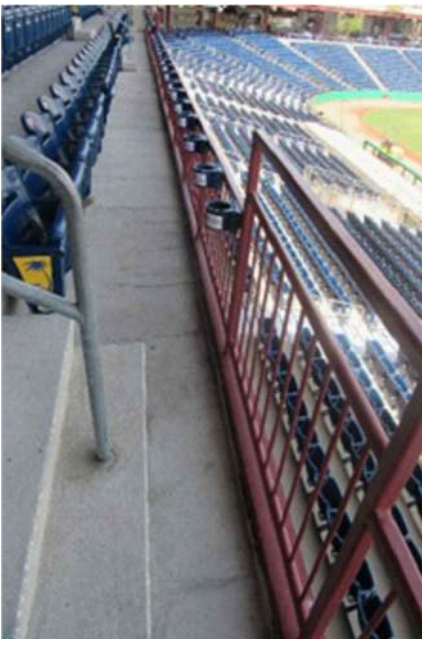
2025 SURVEY PHOTOS (ADDENDA #2)
NOTE: REFER TO SOV FOR PRICING



PZ36

24 DETAIL

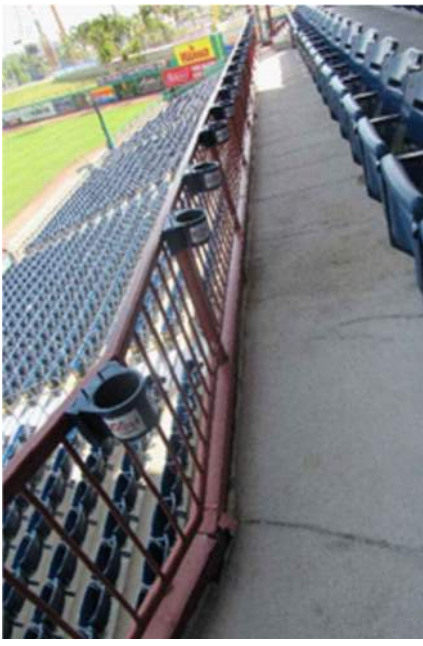
- NOTES:
1. LEAK NEEDS TO BE ADDRESSED.
 2. REFER TO ALLOWANCE UNDER THE SOV.
 3. SEALANT JOINT HAVE BEEN REMOVED BY HI-PRESSURE CLEANING.
 4. REFER TO DETAIL 2/5R-10 (USE SILICONE SEALANT) AND THE SOV.



PZ39

25 DETAIL

- NOTES:
1. RUSTED RAILINGS NEED TO BE PRETREATED PER PAINT SPECIFICATIONS.
 2. SUBJECT RAILINGS TO BE PAINTED PER PAINT SPECIFICATIONS.



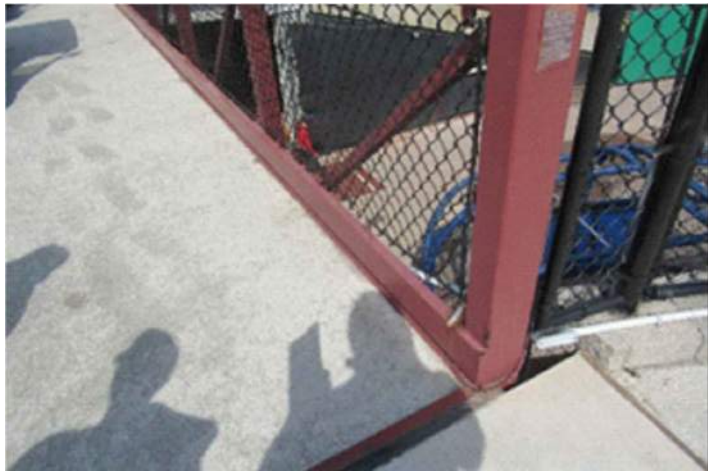
PZ40



PZ19

26 DETAIL

- NOTES:
1. THESE PARTICULAR SIGNS MOVE SIGNIFICANTLY DURING WIND EVENTS.
 2. TO ADDRESS THE CONDITION, INSTALL 2x2x1/4 HDG STRUTS FROM THE SIGNS TO THE ADJACENT STEEL BEAM (BOTH ENDS OF EACH SIGN) BY A WELDED CONNECTION.
 3. TOUCH UP WELDS WITH COLD GALVANIZING. PAINT STRUTS TO MATCH PER THE PAINT SPEC.



PZ27

27 DETAIL

- NOTES:
1. RUSTED RAILINGS NEED TO BE PRETREATED PER PAINT SPECIFICATIONS.
 2. SUBJECT RAILINGS TO BE PAINTED PER PAINT SPECIFICATIONS.



PZ25

28 DETAIL

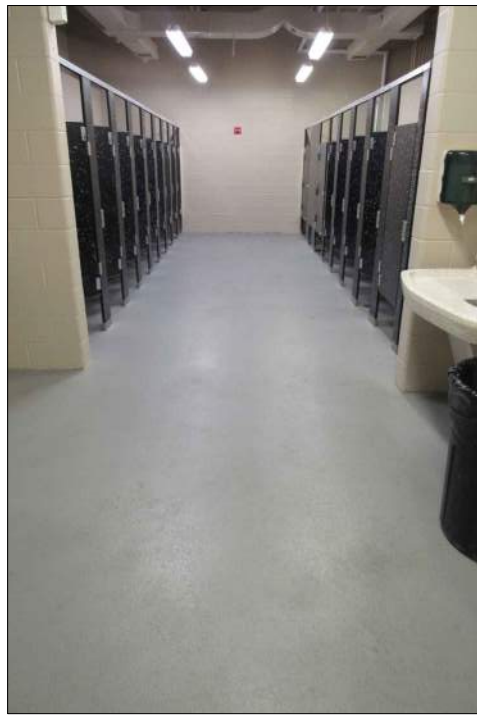
- NOTES:
1. CAULK EXTERIOR WALL/DECK JOINTS AT CONCESSION STANDS WITH SILICONE SEALANT.
 2. INCLUDE HOME PLATE, PIZZA STAND, AND RIGHT FIELD.



P8

29 DETAIL

- NOTES:
1. CAULK EXTERIOR WALL/DECK JOINTS AT BATHROOMS WITH SILICONE SEALANT.
 2. INCLUDE HOME PLATE (M/W) AND RIGHT FIELD (M/W).



P9



P10



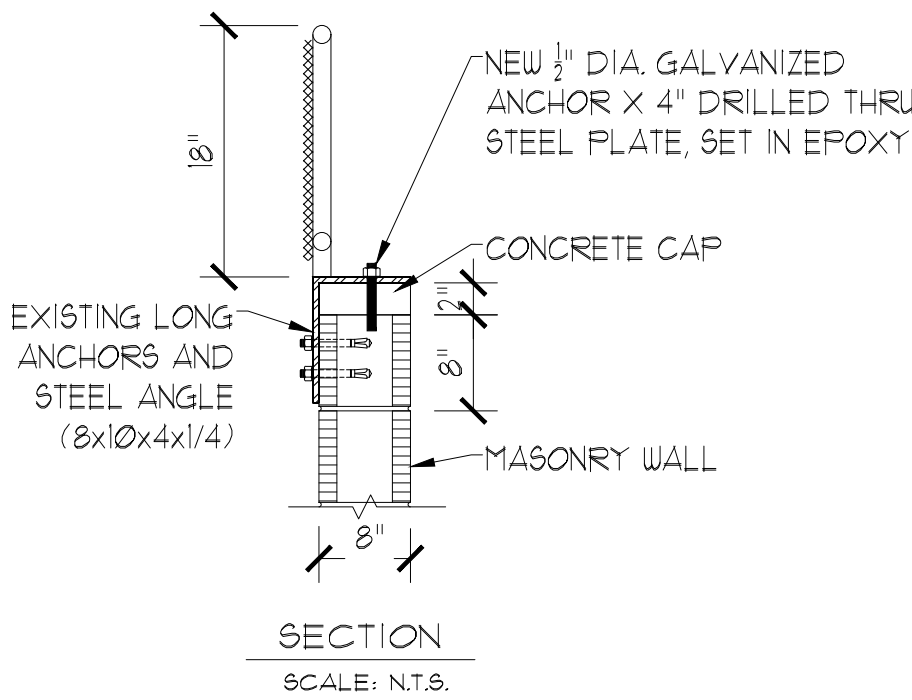
PZ6

30 DETAIL

- NOTES:
1. REMOVE CHAIN LINK FENCE (41' AT NORTH SECTION AND WEST FENCE).
 2. INSTALL 1/2" DIA. EPOXY BOLT WITH 4" EMBED (5 LOCATIONS AT THE NORTH SECTION OF FENCE).
 3. RE-PAINT BOTH RAILS, POSTS, ANGLES (14-10x8x1/4" L's), BOLT HEADS TO MATCH EXISTING.
 4. RE-INSTALL CHAIN LINK FENCE (BOTH NORTH AT WEST SECTIONS).



PZ1



- NOTES:
1. CONFIRM LOCATION OF EXISTING REBAR BEFORE INSTALLING NEW 1/2" DIA. ANCHORS.
 2. CONTRACTOR TO CONFIRM THE LOCATION OF REBAR IN THE CONCRETE CAP WITH A PACHOMETER BEFORE DRILLING HOLES. RELOCATE NEW BOLT HOLES SO THEY DO NOT HIT EXISTING REBAR.



PZ8

31 DETAIL

- NOTES:
1. PREPARE THE EXISTING FLOOR FOR THE NEW COATING.
 2. PHILLIES TO REMOVE ALL UNSECURED EQUIPMENT.
 3. COAT THE EXISTING FLOOR PER WITH MASTERSEAL 1500 LIGHT DUTY TRAFFIC COATING.



PZ9

32 DETAIL

- NOTES:
1. REMOVE PLAYGROUND EQUIPMENT, DISPOSE OFF SITE.
 2. EXISTING FENCE TO REMAIN.
 3. REMOVE EXISTING 2" THICK TotTurf SURFACE.
 4. PREPARE SURFACE TO RECEIVE NEW TotTurf SURFACE PER MFG. REQUIREMENTS, TO INCLUDE PATCHING ALL BOLT HOLES IN THE CONCRETE SLAB FROM THE EQUIPMENT ONCE REMOVED.
 5. INSTALL NEW 2" THICK TotTurf SURFACE PER DETAIL ON 5R-5b.



PZ10

33 DETAIL

- NOTES:
1. CONCRETE CRACKS NEED TO BE REPAIRED.
 2. REFER TO DETAIL 2/5R-10 AND THE SOV. (USE SILICONE SEALANT)



PZ11

34 DETAIL

- NOTES:
1. CONCRETE CRACKS NEED TO BE REPAIRED.
 2. REFER TO DETAIL 2/5R-10 AND THE SOV. (USE SILICONE SEALANT)



PZ13

35 DETAIL

- NOTES:
1. CONCRETE CRACKS NEED TO BE REPAIRED.
 2. REFER TO DETAIL 2/5R-10 AND THE SOV. (USE SILICONE SEALANT)



PZ12

36 DETAIL

- NOTES:
1. CONCRETE SPALLS NEED TO BE REPAIRED.
 2. REFER TO DETAIL 3/6R-10 AND THE SOV.
 3. CONCRETE CRACKS NEED TO BE REPAIRED.
 4. REFER TO DETAIL 2/6R-10 AND THE SOV. (USE SILICONE SEALANT)



PZ58

37 DETAIL

- NOTES:
1. CONCRETE SPALLS NEED TO BE REPAIRED PER DETAIL 3/6R-10 AND THE SOV.
 2. CONCRETE CRACKS NEED TO BE REPAIRED.
 3. REFER TO DETAIL 2/6R-10 AND THE SOV. (USE SILICONE SEALANT)



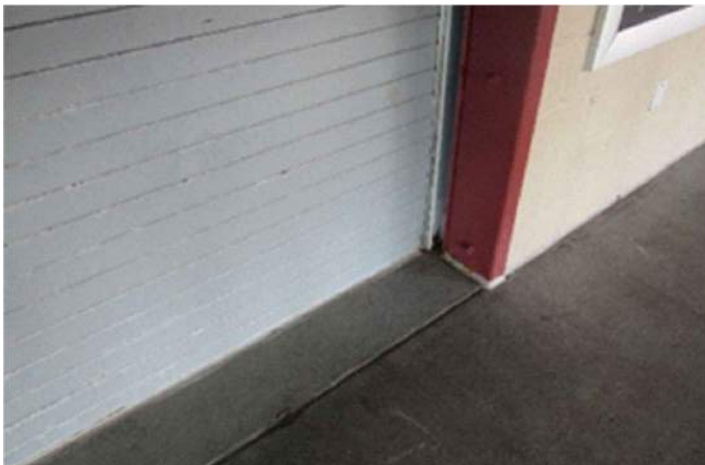
PZ23



PZ24

38 DETAIL

- NOTES:
1. REMOVE THE L SHAPED RAIL SECTION.
 2. TO CLOSE UP THE EXISTING OPENING, EXTEND THE EXISTING 2" DIA. RAILING BY WELDING FROM THE EXISTING POST AND RETURN TO THE EXISTING POST BY WELDING.
 3. USE SCHEDULE 40 GALVANIZED PIPE. (APPLY (2) COATS OF GALVANIZING TO NEW WELDS PER ASTM A188)
 4. RE-SECURE GALVANIZED CHECKER PLATE BELOW.



PZ25

39 DETAIL

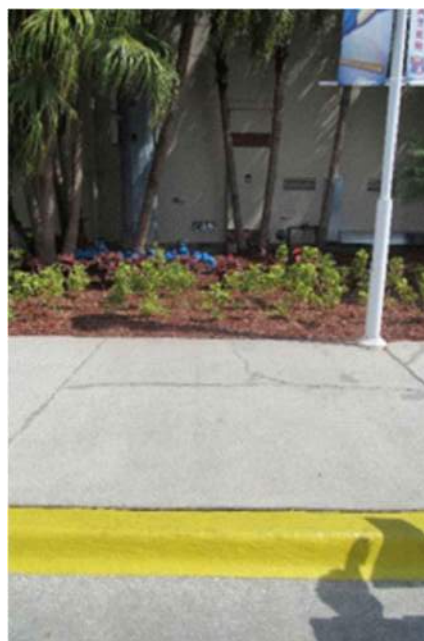
- NOTES:
1. CLEAN THE BOTTOM OF THE DOOR FRAME.
 2. APPLY COLD GALVANIZING (PER ASTM A188) AT THE DAMAGED AREA.
 3. PAINT TOUCH-UP PER THE PAINT SPECIFICATIONS.



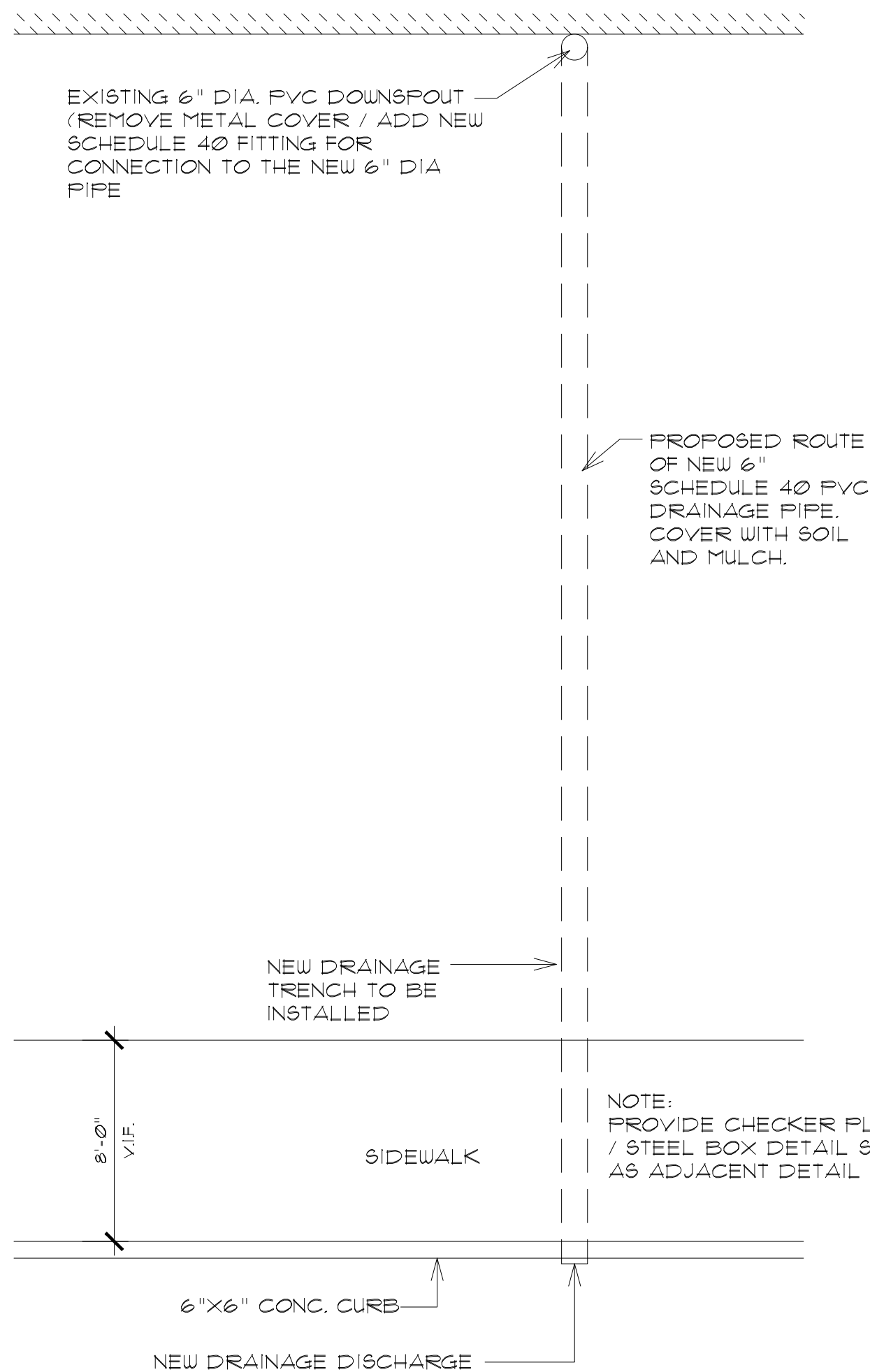
PZ47



PZ48



PZ49

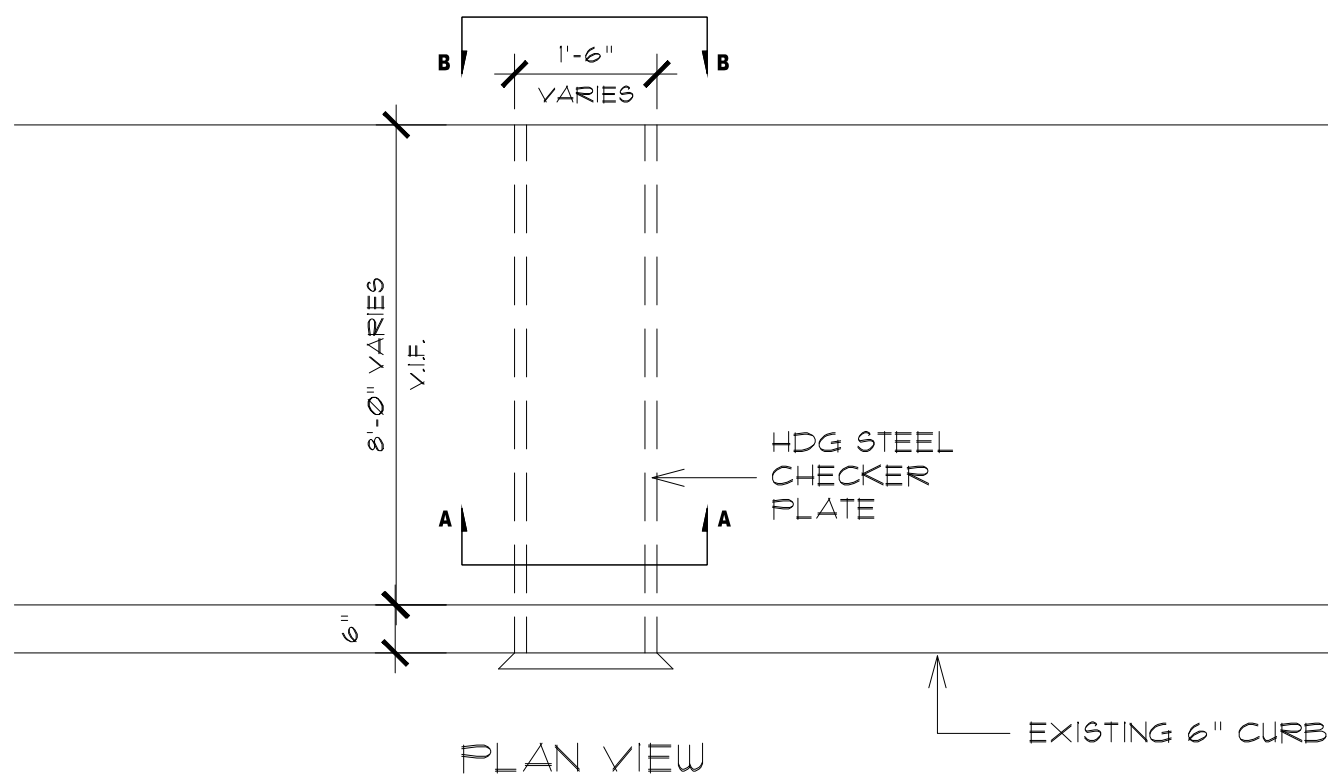


PLAN VIEW OF NEW DRAIN AT PHOTOS
PZ47, PZ48, PZ49

SCALE: N.T.S.

40 DETAIL

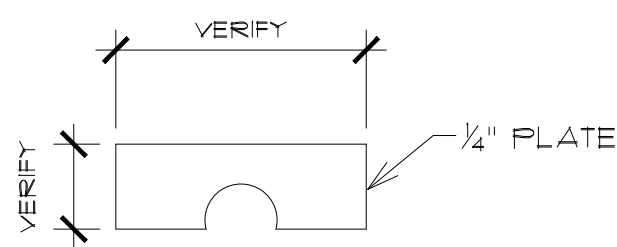
- NOTES:
1. REMOVE TREES AND DISPOSE OFF SITE THAT ARE IN THE DRAIN PATH.
 2. EXTEND THE 6" PVC SCHEDULE 40 PIPE FROM THE EXISTING DISCHARGE LOCATION AT THE BUILDING WALL TO THE SIDEWALK.
 3. CONSTRUCT A REINFORCED CONCRETE HEADER JUST OFF THE SIDEWALK.



INSTALL CHECKER PLATE COVERS
AND STEEL BOXES

SCALE: N.T.S.

- NOTES:
1. CUT NEW DRAIN TRENCHES THRU SIDEWALK.
 2. INSTALL NEW STEEL BOX BELOW.
 3. INSTALL NEW 1/4" THICK HDG STEEL CHECKER PLATE.
 4. INSTALL HDG FASTENERS AS REQUIRED.
 5. SEE PHOTOS PZ47, PZ48, PZ49 FOR LOCATION.
 6. SET BOX ON COMPACTED SAND SO THE TOP OF GRATE IS FLUSH WITH THE SIDEWALK.
 7. FILL VOIDS AT THE OUTSIDE OF THE BOX WITH FLOWABLE GROUT.



B-B
END VIEW OF
DRAIN BOX

DESIGN DOCUMENTS,
STRUCTURAL REPAIRS
(2024 / 2025)
PHASE II

DATE: 05/30/25
SCALE: 1" = 40'-0"
JOB: CLWRC 25002

SHEET
SR-16
21 OF 21 SHEETS

BAYCARE BALL PARK
601 N OLD COACHMAN ROAD
CLEARWATER, FLORIDA 33765

ISSUED FOR
BIDDING
(5/30/25)

Pennoni
5755 Rio Vista Drive
Clearwater, FL 34617
(727) 325-1246
FAX: (727) 325-1248
JAMES L. COACHMAN III
Florida P.E. #77754
Pennoni Project No. CLWRC2502

2025 SURVEY PHOTOS (ADDENDA #2)
NOTE: REFER TO SOV FOR PRICING