City of Portland, Maine - Building or Use Permit Application

389 Congress Street, 04101 Tel: (207) 874-8703, FAX: (207) 8716

Job No:	Date Applied:	CBL:	
2011-09-2206-NEWCOM	9/9/2011	043 - - D - 005 - 001 - - - - -	
Location of Construction: 468 COMMERCIAL STREET	Owner Name: CITY OF PORTLAND	Owner Address: 389 CONGRESS ST PORTLAND, 04101 ME - MAINE	Phone:
Business Name: International Marine Terminal	Contractor Name: REED & REED- JIM WENTWORTH	Contractor Address: 275 RIVER RD, WOOLWICH, ME 04579	Phone: (207) 443-9747 (207) 319-8530
Lessee/Buyer's Name:	Phone:	Permit Type: NEW CONSTRUCTION	Zone: WPDZ
Past Use: International Marine Terminal	Proposed Use: Same: International Marine Terminal- Improvements to the existing site including demolition of unused bldgs, construction of new office bldg, pier expansion	Cost of Work: $885,000.00	CEO District:
		Fire Dept: ___ Approved w/Conditions ___ Denied ___ N/A Signature: Capt. Greene 11/23/11	Inspection: Use Group: B Type: 5 IBC-2009 Signature: 1/3/12
Proposed Project Description: Improvements/ugrades/New office bldg, pier expand		Pedestrian Activities District (P.A.D.)	
Permit Taken By: Lannie			

1. This permit application does not preclude the Applicant(s) from meeting applicable State and Federal Rules.
2. Building Permits do not include plumbing, septic or electrial work.
3. Building permits are void if work is not started within six (6) months of the date of issuance. False informatin may invalidate a building permit and stop all work.

Zoning Approval

Special Zone or Reviews	Zoning Appeal	Historic Preservation
___ Shoreland WPDZ Exempt from 75' setback	✓ Variance	✓ Not in Dist or Landmark
___ Wetlands	___ Miscellaneous	___ Does not Require Review
X Flood Zone Panel 13 Zone A2 (el 10)	✓ Conditional Use Parking 115 spcs	___ Requires Review
___ Subdivision	___ Interpretation	___ Approved
X Site Plan level #2011-168	✓ Approved	___ Approved w/Conditions
___ Maj ___ Min ___ MM	___ Denied	___ Denied
Date: OK with Conditions 9/14/11	Date: 2/22/2011	Date: 9

CERTIFICATION

I hereby certify that I am the owner of record of the named property, or that the proposed work is authorized by the owner of record and that I have been authorized by the owner to make this application as his authorized agent and I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in the appication is issued, I certify that the code official's authorized representative shall have the authority to enter all areas covered by such permit at any reasonable hour to enforce the provision of the code(s) applicable to such permit.

SIGNATURE OF APPLICANT ADDRESS DATE PHONE

RESPONSIBLE PERSON IN CHARGE OF WORK, TITLE DATE PHONE

2-9-12 DWM/BKL Bruce 240-2267

2-24-12 - OK GWB Ex Bath plumbing INC
- fix minor penetrations in fire Membrane

3-6-12 DWM Plumbing OK

5-10-12 DWM/BKL/L+ wallace/Capt Phone Pre-Final + Above ceilings OK

7-10-12 DWM/BKL/L+ + Capt Final Fire Fail Elec OK for TCO

9-17-12 DWM/BKL Ed CO-OK

Certificate of Occupancy

CITY OF PORTLAND, MAINE

Department of Planning and Urban Development
Building Inspections Division

Location: 460 COMMERCIAL ST

Issued to: City of Portland

CBL: 043- D-005-001

Date Issued: 7/24/2012

This is to certify that the building, premises, or part thereof, at the above location, built-altered-changed as to use under Building Permit No. 2011-09-2206-NEWCOM, has had a final inspection, has been found to conform substantially to the requirements of the Building Code and the Land Use Code of the City of Portland, and is hereby approved for occupancy or use, limited or otherwise, as indicated below.

PORTION OF BUILDING OR PREMISES	APPROVED OCCUPANCY
Entire	USE GROUP B INTERNATIONAL MARINE TERMINAL OFFICES TYPE 5 IBC 2009

Limiting Conditions: This Temporary Certificate of Occupancy expires on, August 15 2012, pending Electrical Inspections, Fire Inspections, and DRC Departments approvals.

Approved:
7-24-2012
(Date) *Inspector*

Inspections Division Director

Notice: This certificate identifies the legal use of the building or premises, and ought to be transferred from owner to owner upon the sale of the property.

~~2011-11-2599~~ 117102

043 D006

PLUMBING APPLICATION

Actual: 2011-09-2206-NewCon

PROPERTY ADDRESS	
City, Town, or Plantation	
Street or Road	~~(468)~~ 454
Subdivision, Lot #	~~488~~ Commercial St.

PROPERTY OWNERS NAME

Name (last, first, MI) Dominic DiBiase ☐ Owner ☒ Applicant

Mailing Address of Owner/Applicant: 39 Warren Ave. Westbrook, Me. 04092

Daytime Tel. #: 207-232-2825

OWNER OR APPLICANT STATEMENT

I state and acknowledge that the information submitted is correct to the best of my knowledge and understand that any falsification is reason for the Department and/or Local Plumbing Inspector to deny a Permit.

[signature] 10/31/11

Signature of Owner or Applicant — Date

>> CAUTION: LPI APPROVAL REQUIRED <<

Town/City Portland Permit # 2012 41411

Date Permit Issued 10/31/11 Fee: $ ______ Double Fee Charged [ ]

[signature] L.P.I. # 360

Local Plumbing Inspector Signature

The Internal Plumbing Fixtures and Piping shall not be installed until a Permit is issued by the Local Plumbing Inspector. The Permit shall authorize the owner or installer to install the plumbing system in accordance with this application and the Maine Internal Plumbing Rules.

CAUTION: INSPECTION REQUIRED

I have inspected the installation authorized above and found it to be in compliance with the Maine Plumbing Rules.

Date Approved (Rough-In)

Local Plumbing Inspector Signature — Date Approved (Final)

11-8-11

PERMIT INFORMATION

This Application Is For

1. ☒ NEW PLUMBING INSTALLATION
2. ☐ RELOCATED PLUMBING

Type of Structure To Be Served

1. ☐ SINGLE FAMILY DWELLING
2. ☐ MODULAR OR MOBILE HOME
3. ☐ MULTIPLE FAMILY DWELLING
4. ☒ OTHER-SPECIFY office Space

Plumbing To Be Installed By

1. ☒ MASTER PLUMBER
2. ☐ MFG'D HOUSING DEALER/MECHANIC
3. ☐ PUBLIC UTILITY EMPLOYEE
4. ☐ PROPERTY OWNER

LICENSE # 1012150

SCANNED

643 D005

Hook-Up & Piping Relocation — Maximum of 1 Hook-Up

☐ HOOK-UP: to public sewer in those cases where the connection is not regulated and inspected by the local Sanitary District

OR

☐ HOOK UP: to an existing subsurface wastewater disposal system

☐ PIPING RELOCATION: of sanitary lines, drains, and piping without new fixtures

OR

☐ TRANSFER FEE ($.6.00)

RECEIVED OCT 31 2011 Dept. of Building Inspections City of Portland Maine

Number	Column 2 Type of Fixture	Number	Column 1 Type of Fixture
2	Hosebibb / Sillcock		Bathtub (and Shower)
5	Floor Drain	1	Shower (Separate)
1	Urinal	2	Sink
	Drinking Fountain	3	Wash Basin
	Indirect Waste	3	Water Closet (Toilet)
	Waste Treatment Softener, Filter, etc.		Clothes Washer
	Grease / Oil Separator		Dish Washer
	Dental Cuspidor		Garbage Disposal
	Bidet	1	Laundry Tub
	Other: ______	1	Water Heater
8	Fixtures (Subtotal) Column 2	11	Fixtures (Subtotal) Column 1
		19	Fixtures (Subtotal) Column 2
			Total Fixtures
			Fixture Fee
			Transfer Fee
			Hook-Up & Relocation Fee
			Permit Fee (Total)

190
10
200

DISPLAY THIS CARD ON PRINCIPAL FRONTAGE OF WORK

CITY OF PORTLAND

BUILDING PERMIT

This is to certify that CITY OF PORTLAND

Located At 454 (468) COMMERCIAL ST

Job ID: 2011-09-2206-NEWCOM

CBL: 043- D-005-001

has permission to Construct a new 3,320 sq. ft. IMT office building, site improvements/ugrades/ pier expansion
provided that the person or persons, firm or corporation accepting this permit shall comply with all of the provisions of the Statues of Maine and of the Ordinances of the City of Portland regulating the construction, maintenance and use of the buildings and structures, and of the application on file in the department.

Notification of inspection and written permission procured before this building or part thereof is lathed or otherwise closed-in. 48 HOUR NOTICE IS REQUIRED.

A final inspection must be completed by owner before this building or part thereof is occupied. If a certificate of occupancy is required, it must be

1/3/12

Fire Prevention Officer

Code Enforcement Officer / Plan Reviewer

THIS CARD MUST BE POSTED ON THE STREET SIDE OF THE PROPERTY
PENALTY FOR REMOVING THIS CARD

Memorandum
Department of Planning and Development
Planning Division

TO: Inspections Department

FROM: Philip DiPierro, Development Review Coordinator

DATE: July 13, 2012

RE: C. of O. for # 468 Commercial Street, International Marine Terminal (Id#2011-168) (CBL 043 D 005001 & 043 G 001001)

After visiting the site, I have the following comments:

Site work incomplete:

1. Landscaping, finish grading, loaming, seeding, and mulching of all disturbed areas.
2. Installation of Casco Traps.
3. Clean and flush all structures.
4. Installation of lighting around the maintenance building.
5. Striping and marking., and miscellaneous way-finding signs.
6. Installation of miscellaneous security cameras.
7. Submission of as-built drawings.
8. Miscellaneous other minor site work.

I anticipate this work can be completed by **August 15, 2012**.

At this time, **I recommend issuing a temporary Certificate of Occupancy.**

Cc: Tammy Munson, Inspection Services Manager
Barbara Barhydt, Development Review Services Manager
File: 1 Solution

454 Commercial St. (NEW COMMERCIAL)

2011-09-2206

Large plans attached to permit are out back

043 d005

PORTLAND MAINE
Strengthening a Remarkable City, Building a Community for Life • www.portlandmaine.gov

Director of Planning and Urban Development
Penny St. Louis

Job ID: 2011-09-2206-NEWCOM **Located At:** 454 COMMERCIAL ST **CBL:** 043- D-005-001

Conditions of Approval:

Building

1. Application approval based upon information provided by applicant. Any deviation from approved plans requires separate review and approval prior to work.
2. Special inspection reports shall be submitted to this office on a periodic basis. A final special inspection report must be submitted prior to issuance of a certificate of occupancy. This report must demonstrate any deficiencies and corrective measures that were taken.
3. Separate permits are required for any electrical, plumbing, sprinkler, fire alarm, HVAC systems, heating appliances, including pellet/wood stoves, commercial hood exhaust systems and fuel tanks. Separate plans may need to be submitted for approval as a part of this process.

Zoning

1. This permit is being approved on the basis of plans submitted. Any deviations shall require a separate approval before starting that work.
2. All of the attached Floodplain forms shall be appropriately filled out, signed and returned prior to the issuance of any certificates of occupancy or completion of the job. These have been mailed to you in advance.
3. Separate permits are required for any new or replacement signage.
4. Please note that the WPDZone has maximum sound allowances. Any violations of the noise ordinance requirements are strictly enforced. Any violations must be eliminated using permanent mitigating measures.

Fire

1. All construction shall comply with City Code Chapter 10.
2. This permit is being approved on the basis of the plans submitted. Any deviation from the plans would require amendments and approval.
3. Central Station monitoring for addressable fire alarm systems shall be by point.
4. The Fire alarm and Sprinkler systems shall be reviewed by a licensed contractor[s] for code compliance. Compliance letters are required.
5. A separate Fire Alarm Permit is required for both systems and the exterior pull stations.
6. Fire Alarm system shall be maintained. If system is to be off line over 4 hours a fire watch shall be in place. Dispatch notification required 874-8576.
7. The fire alarm system shall comply with the City of Portland Standard for Signaling Systems for the Protection of Life and Property.
8. All fire alarm installation and servicing companies shall have a Certificate of Fitness from the Fire Department.

9. All fire alarm records required by NFPA 72 should be stored in an approved cabinet located at the FACP labeled "FIRE ALARM RECORDS".
10. Records cabinet, FACP, annunciator(s), and pull stations shall be keyed alike.
11. The maintenance and office buildings shall have wireless master box connections. Exterior yard pull stations shall use Gamewell cottage shells and activate only its respective AES zone; not the building fire alarm system. They shall also activate an approved red light at the respective pull station.
12. Installation shall be as approved be City Electrical Division and Fire Prevention Bureau.
13. The sprinkler system shall be installed in accordance with NFPA 13.
14. A separate Suppression System Permit is required for all new suppression systems
15. Sprinkler supervision shall be provided in accordance with NFPA 101, *Life Safety* Code, and NFPA 72, *National Fire Alarm and Signaling Code*.
16. Sprinkler protection shall be maintained. Where the system is to be shut down for maintenance or repair, the system shall be checked at the end of each day to insure the system has been placed back in service.
17. Fire department connection type and location shall be approved in writing by fire prevention bureau.
18. The Fire Department will require Knox locking caps on all Fire Department Connections on the exterior of the building.
19. System acceptance and commissioning must be coordinated with alarm and suppression system contractors and the Fire Department. Call 874-8703 to schedule.
20. Installation of a sprinkler or fire alarm system requires a Knox Box to be installed on the building per city ordinance.
21. A Knox Padlock or Model 3502 Knox Key switch shall be provided at both gate access from Commercial St and the gate connecting the two yards.
22. Private fire mains and fire hydrants shall be maintained, tested and painted in accordance with NFPA 25 and City Code Chapter 10, Art IV.
23. All fire hydrants shall be Class AA rated.
24. An international shore connection shall be provided on site in an approved location.
25. Fire extinguishers are required per NFPA 10.
26. Emergency lights and exit signs are required. Emergency lights and exit signs are required to be labeled in relation to the panel and circuit and on the same circuit as the lighting for the area they serve.
27. Any cutting and welding done will require a Hot Work Permit from Fire Department.
28. Meet the issues in the final draft of the Safety Plan provided by Mark Cummings of Fire Risk Management, INC.

Structural Statement of Special Inspections (Continued)

Special Inspector's/Agent's Final Report

Project: *International Marine Terminal Improvements (Office Building)*

Special Inspector or Agent: *Daniel Burne* (name) — *Becker Structural Engineers* (firm)

Designation: SI1

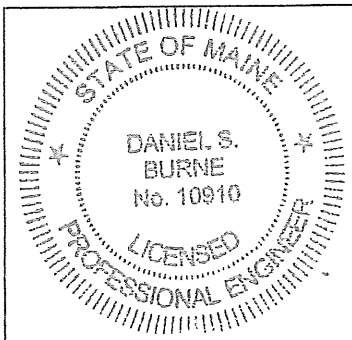
To the best of my information, knowledge and belief, the Special Inspections or testing required for this project, and designated for this Inspector/Agent in the *Statement of Special Inspections* submitted for permit, have been performed and all discovered discrepancies have been reported and resolved.

Interim reports submitted prior to this final report form a basis for and are to be considered an integral part of this final report.

Respectfully submitted,
Special Inspector or Agent:

DANIEL S. BURNE
(Type or print name)

5/10/12
Signature — Date



Licensed Professional Seal or
Certification Number

Structural Statement of Special Inspections

Project: *International Marine Terminal Improvements (Office Building)*

Location: *Portland, Maine*

Owner: *State of Maine - Department of Transportation*

This *Statement of Special Inspections* encompass the following discipline: **Structural**

This *Statement of Special Inspections* is submitted as a condition for permit issuance in accordance with the Special Inspection and Structural Testing requirements of the Building Code. It includes a schedule of Special Inspection services applicable to this project as well as the name of the Structural Special Inspection Coordinator (SSIC) and the identity of other approved agencies to be retained for conducting these inspections and tests.

The Structural Special Inspection Coordinator shall keep records of all Structural inspections and shall furnish inspection reports to the Building Code Official (BCO) and the Structural Registered Design Professional in Responsible Charge (SRDP). Discovered discrepancies shall be brought to the immediate attention of the Contractor for correction. If such discrepancies are not corrected, the discrepancies shall be brought to the attention of the Building Official and the Structural Registered Design Professional in Responsible Charge. The Special Inspection program does not relieve the Contractor of his or her responsibilities.

Interim reports shall be submitted to the Building Official and the Structural Registered Design Professional in Responsible Charge at an interval determined by the SSIC and the BCO.

A *Final Report of Special Inspections* documenting completion of all required Special Inspections, testing and correction of any discrepancies noted in the inspections shall be submitted to the BCO prior to issuance of a Certificate of Use and Occupancy.

Job site safety and means and methods of construction are solely the responsibility of the Contractor.

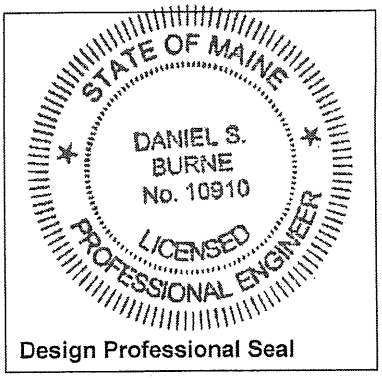
Interim Report Frequency: ☒ *Upon request of Building Official* _____ or ☐ per attached schedule.

Prepared by:

Daniel S. Burne, P.E.

(type or print name of the Structural Registered Design Professional in Responsible Charge)

Signature — *12-8-11* Date



Design Professional Seal

Owner's Authorization:

Signature Date

Building Code Official's Acceptance:

Signature Date

Structural Statement of Special Inspections (Continued)

Final Report of Special Inspections (SSIC)

[To be completed by the Structural Special Inspections Coordinator (SSIC). Note that all Agent's Final Reports must be received prior to issuance.]

Project: *International Marine Terminal Improvements (Office Building)*
Location: *Portland, Maine*
Owner: *State of Maine - Department of Transportation*
Owner's Address: *Augusta, Maine*

Architect of Record: *Winton Scott* (name) — *Winton Scott Architects* (firm)

Structural Registered Design Professional in Responsible Charge: *Daniel Burne* (name) — *Becker Structural Engineers* (firm)

To the best of my information, knowledge and belief, the Special Inspections required for this project, and itemized in the *Statement of Special Inspections* submitted for permit, have been performed and all discovered discrepancies have been reported and resolved.

Interim reports submitted prior to this final report form a basis for and are to be considered an integral part of this final report.

Respectfully submitted,
Structural Special Inspection Coordinator

(Type or print name)

(Firm Name)

Signature Date

Licensed Professional Seal

Structural Statement of Special Inspections (Continued)

Special Inspector's/Agent's Final Report

Project: *International Marine Terminal Improvements (Office Building)*

Special Inspector or Agent: _____

(name) *(firm)*

Designation: **SI2**

To the best of my information, knowledge and belief, the Special Inspections or testing required for this project, and designated for this Inspector/Agent in the *Statement of Special Inspections* submitted for permit, have been performed and all discovered discrepancies have been reported and resolved.

Interim reports submitted prior to this final report form a basis for and are to be considered an integral part of this final report.

Respectfully submitted,
Special Inspector or Agent:

_____
(Type or print name)

_____
Signature Date

Licensed Professional Seal or
Certification Number

Structural Schedule of Special Inspections

Qualifications of Inspectors and Testing Technicians

The qualifications of all personnel performing Special Inspection and testing activities are subject to the approval of the Building Official. The credentials of all Inspectors and testing technicians shall be provided to the Special Inspector for their records. *NOTE VERIFICATION THAT QUALIFIED INDIVIDUALS ARE AVAILABLE TO PERFORM STIPULATED TESTING AND/OR INSPECTION SHOULD BE PROVIDED PRIOR TO SUBMITTING STATEMENT. AGENT QUALIFICATIONS IN SCHEDULE ARE SUGGESTIONS ONLY; FINAL QUALIFICATIONS ARE SUBJECT TO THE DISCRETION OF THE REGISTERED DESIGN PROFESSIONAL PREPARING THE SCHEDULE.*

Key for Minimum Qualifications of Inspection Agents:

When the Registered Design Professional in Responsible Charge or Special Inspector of Record deems it appropriate that the individual performing a stipulated test or inspection have a specific certification, license or experience as indicated below, such requirement shall be listed below and shall be clearly identified within the schedule under the Agent Qualification Designation.

PE/SE	Structural Engineer – a licensed SE or PE specializing in the design of building structures
PE/GE	Geotechnical Engineer – a licensed PE specializing in soil mechanics and foundations
EIT	Engineer-In-Training – a graduate engineer who has passed the Fundamentals of Engineering examination

Experienced Testing Technician

ETT	Experienced Testing Technician – An Experienced Testing Technician with a minimum 5 years experience with the stipulated test or inspection

American Concrete Institute (ACI) Certification

ACI-CFTT	Concrete Field Testing Technician – Grade 1
ACI-CCI	Concrete Construction Inspector
ACI-LTT	Laboratory Testing Technician – Grade 1&2
ACI-STT	Strength Testing Technician

American Welding Society (AWS) Certification

AWS-CWI	Certified Welding Inspector
AWS/AISC-SSI	Certified Structural Steel Inspector

American Society of Non-Destructive Testing (ASNT) Certification

ASNT	Non-Destructive Testing Technician – Level II or III.

International Code Council (ICC) Certification

ICC-SMSI	Structural Masonry Special Inspector
ICC-SWSI	Structural Steel and Welding Special Inspector
ICC-SFSI	Spray-Applied Fireproofing Special Inspector
ICC-PCSI	Prestressed Concrete Special Inspector
ICC-RCSI	Reinforced Concrete Special Inspector

National Institute for Certification in Engineering Technologies (NICET)

NICET-CT	Concrete Technician – Levels I, II, III & IV
NICET-ST	Soils Technician - Levels I, II, III & IV
NICET-GET	Geotechnical Engineering Technician - Levels I, II, III & IV

Other

Project: International Marine Terminal Improvements (Office Building)
Date Prepared: 12-8-11

Structural Schedule of Special Inspections
CONCRETE CONSTRUCTION

VERIFICATION AND INSPECTION IBC Section 1704.4	REQD Y/N	EXTENT: CONTINUOUS, PERIODIC, SUBMITTAL, OR NONE	COMMENTS	AGENT	AGENT QUALIFICATION	TASK COMPLETED
1. Inspection of reinforcing steel, including prestressing tendons, and placement	Y	P	ACI 318: 3.5, 7.1-7.7	SI1	PE/SE or EIT	
2. Inspection of reinforcing steel welding in accordance with Table 1704.3, Item 5B	N	-	Not applicable. Welding of Reinf Not Allowed	-	-	
3. Inspect bolts to be installed in concrete prior to and during placement of concrete where allowable loads have been increased or where strength design is used.	N	C	IBC 1911.5	SI1	PE/SE or EIT	
4. Inspection of anchors installed in hardened concrete.	Y	P	IBC 1212.1	SI1	PE/SE or EIT	
5. Verifying use of required design mix	Y	P	ACI 318: Ch 4, 5.2-5.4	TA1	ACI-CFTT or ACI-STT	
6. At time fresh concrete is sampled to fabricate specimens for strength tests, perform slump and air content tests and determine the temperature of the concrete.	Y	C	ASTM C 172 ASTM C 31 ACI 318: 5.6, 5.8	TA1	ACI-CFTT or ACI-STT	
7. Inspection of concrete and shotcrete placement for proper application techniques	Y	C	ACI 318: 5.9, 5.10	TA1	ACI-CFTT or ACI-STT	
8. Inspection for maintenance of specified curing temperature and techniques	Y	P	ACI 318: 5.11-5.13	SI1	PE/SE or EIT	
9. Inspection of Prestressed Concrete						
a. Application of prestressing force.	N	C	ACI 318: 18.20	TA2	PE/SE or EIT	
b. Grouting of bonded prestressing tendons in seismic force resisting system	N	C	ACI 318: 18.18.4	TA1	ACI-CFTT or ACI-STT	
10. Erection of precast concrete members.	N	P	ACI 318: Ch 16	SI1	PE/SE or EIT	
11. Verification of in-situ concrete strength, prior to stressing of tendons in post-tensioned concrete and prior to removal of shores and forms from beans and structural slabs.	N	P	ACI 318: 6.2	TA1	ACI-CFTT or ACI-STT	
12. Inspect formwork for shape, location and dimensions of the concrete member being formed.	Y	P	Limitations apply. See below	SI1	PE/SE or EIT	

Limitations of item 12: Special inspection includes periodic review of formwork shape, general location, and formwork dimensions that can be readily measured with conventional tape measure. Verification of building layout, building location, foundation extents, column grids, and foundation elevations is excluded.

Project: International Marine Terminal Improvements (Office Building)
Date Prepared: 12-8-11

Structural Schedule of Special Inspections

SEISMIC RESISTANCE - STRUCTURAL

VERIFICATION AND INSPECTION IBC Section 1707	REQD Y/N	EXTENT: CONTINUOUS, PERIODIC, SUBMITTAL, OR NONE	COMMENTS	AGENT	AGENT QUALIFICATION	TASK COMPLETED
1. Special inspections for seismic resistance. Special inspection as specified in this section is required for the following:						
a. The seismic-force-resisting systems in structures assigned to Seismic Design Category C, D, E or F	N	P	IBC 1707.1	SI1	PE/SE or EIT	
b. Designated seismic systems in structures assigned to Seismic Design Category D, E, or F.	N	P	IBC 1707.1	SI1	PE/SE or EIT	
2. Structural steel: Continuous special inspection for structural welding in accordance with AISC 341.	N	C	IBC 1707.2	TA1	AWS-CWI	
3. Structural wood:						
a. Continuous special inspection during field gluing operations of elements of the seismic-force-resisting system.	N	C	IBC 1707.3	SI1	PE/SE or EIT	
b. Periodic special inspections for nailing, bolting, anchoring and other fastening of components within the seismic-force-resisting system (where spacing is 4"o.c., or less) including drag struts, braces and hold-downs	Y	P	IBC 1707.3	SI1	PE/SE or EIT	
4. Cold-formed steel framing: Periodic special inspections during welding operations of elements of the seismic-force-resisting system. Periodic special inspections for screw attachment, bolting, anchoring and other fastening of components within the seismic-force-resisting system (where spacing is 4" o.c., or less), including struts, braces, and hold-downs	N	-	CFSF for this project not part of the primary seismic-force resisting system.	-	-	
5. Seismic isolation system. Provide periodic special inspection during the fabrication and installation of isolator units and energy dissipation devices if used as part of the seismic isolation system	N	-	Seismic isolators not used.	-	-	

End of Structural Statement of Special Inspections

BUILDING PERMIT INSPECTION PROCEDURES

Please call 874-8703 or 874-8693 (ONLY)

or email: buildinginspections@portlandmaine.gov

With the issuance of this permit, the owner, builder or their designee is required to provide adequate notice to the city of Portland Inspections Services for the following inspections. Appointments must be requested 48 to 72 hours in advance of the required inspection. The inspection date will need to be confirmed by this office.

- **Please read the conditions of approval that is attached to this permit!! Contact this office if you have any questions.**
- **Permits expire in 6 months. If the project is not started or ceases for 6 months.**
- **If the inspection requirements are not followed as stated below additional fees may be incurred due to the issuance of a "Stop Work Order" and subsequent release to continue.**

Underground plumbing/electrical

Close In Elec/Plmb/Frame prior to insulate or gyp

Certificate of Occupancy/Final Inspection

The project cannot move to the next phase prior to the required inspection and approval to continue, REGARDLESS OF THE NOTICE OF CIRCUMSTANCES.

IF THE PERMIT REQUIRES A CERTIFICATE OF OCCUPANCY, IT MUST BE PAID FOR AND ISSUED TO THE OWNER OR DESIGNEE BEFORE THE SPACE MAY BE OCCUPIED.

WPDZ yes #2011-168 Level III Approved

General Building Permit Application

If you or the property owner owes real estate or personal property taxes or user charges on any property within the City, payment arrangements must be made before permits of any kind are accepted.

(454 Commercial)

Location/Address of Construction: International Marine Terminal, 468 Commercial St		
Total Square Footage of Proposed Structure/Area: 3,320 S.F.	Square Footage of Lot: 624,650 S.F.	
Tax Assessor's Chart, Block & Lot Chart# Block# Lot# 043-D-5/043 G-1	Applicant *must be owner, Lessee or Buyer* Name Reed & Reed Address 275 River Rd City, State & Zip Woolwich ME 04579	Telephone: 207-443-9747
Lessee/DBA (If Applicable)	Owner (if different from Applicant) Name Address City, State & Zip	Cost Of Work: $ 8870 C of O Fee: $ 75 Total Fee: $ 8945.00

Current legal use (i.e. single family) Marine freight processing

If vacant, what was the previous use? N/A

Proposed Specific use: Marine freight processing facility /Admin office bldg

Is property part of a subdivision? NO If yes, please name

Project description:

Improvements to the existing IMT site including strengthening and repaving storage areas, demolition of unused structures, construction of new office bldg, pier expansion, utility, lighting, and fencing upgrades

Contractor's name: Reed & Reed

Address: 275 River Road

City, State & Zip Woolwich, ME 04579 Telephone: 443-9747

Who should we contact when the permit is ready: Jim Wentworth Telephone: 319-8530 Cell

Mailing address: Same (Mark)

9.12.11

Please submit all of the information outlined on the applicable Checklist. Failure to do so will result in the automatic denial of your permit.

In order to be sure the City fully understands the full scope of the project, the Planning and Development Department may request additional information prior to the issuance of a permit. For further information or to download copies of this form and other applications visit the Inspections Division on-line at www.portlandmaine.gov, or stop by the Inspections Division office, room 315 City Hall or call 874-8703.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Code Official's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

RECEIVED SEP 9 2011 Dept. of Building Inspections City of Portland Maine

Signature: Thomas C Reed Date: 9/9/2011

This is not a permit; you may not commence ANY work until the permit is issue

CITY OF PORTLAND, MAINE
Department of Building Inspections

Original Receipt

_____ 20 ____

Received from _____

Location of Work _____

Cost of Construction $_____ Building Fee:_____

Permit Fee $_____ Site Fee: _____

Certificate of Occupancy Fee: _____

Total: _____

Building (IL) ___ Plumbing (I5) ___ Electrical (I2) ___ Site Plan (U2) ___

Other _____

CBL:_____

Check #:_____ **Total Collected $**_____

No work is to be started until permit issued.
Please keep original receipt for your records.

Taken by: _____

WHITE - Applicant's Copy
YELLOW - Office Copy
PINK - Permit Copy

Assessor's Office | 389 Congress Street | Portland, Maine 04101 | Room 115 | (207) 874-8486

This page contains a detailed description of the Parcel ID you selected. Press the **New Search** button at the bottom of the screen to submit a new query.

Current Owner Information:

CBL	043 D005001
Land Use Type	GOVERNMENTAL
Property Location	454 COMMERCIAL ST
Owner Information	CITY OF PORTLAND 389 CONGRESS ST PORTLAND ME 04101
Book and Page	
Legal Description	43-D-5-7 43-G-1-2 COMMERCIAL ST 454-520 W474912 D114143
Acres	13.523

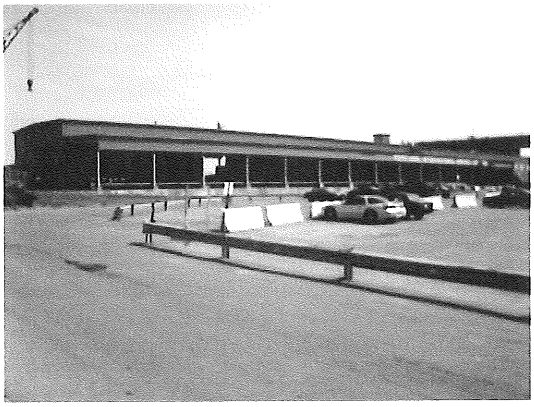
Current Assessed Valuation:

TAX ACCT NO.	6292
LAND VALUE	$6,192,500.00
BUILDING VALUE	$14,356,700.00
PORTLAND, CITY OF	($20,549,200.00)
NET TAXABLE - REAL ESTATE	$0.00
TAX AMOUNT	$0.00

OWNER OF RECORD AS OF APRIL 2011
CITY OF PORTLAND

389 CONGRESS ST
PORTLAND ME 04101

Any information concerning tax payments should be directed to the Treasury office at 874-8490 or e-mailed.



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Services

Applications

Doing Business

Maps

Tax Relief

Tax Roll

Q & A

browse city services a-z

browse facts and links a-z

Best viewed at 800x600, with Internet Explorer

City of Portland
Development Review Application
Planning Division Transmittal form

Application Number: 2011-168 **Application Date:** 1/18/2011 12:00:00 AM

Project Name: International Marine Terminal Improvements

Address: 468 Commercial Street

Project Description: Removal of existing bld., pier expansion, new office bld.

Zoning:

Other Reviews Required: Level III, Stormwater Management & Conditional Use

Review Type:

043-D-5

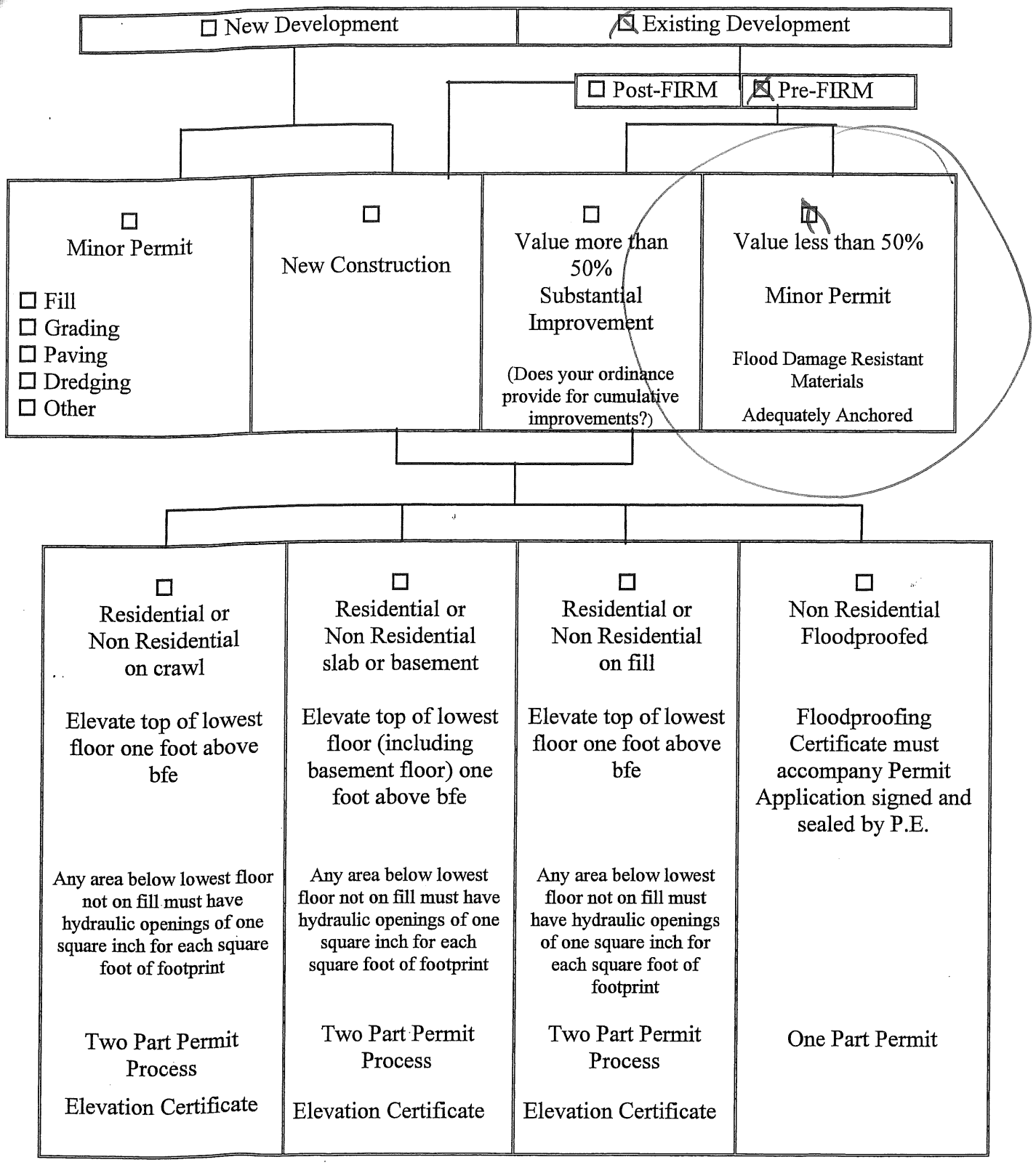
Distribution List:

☐ Planner		☐ Parking	John Peverada
☐ ZoningAdministrator	Marge Schmuckal	☐ Design Review	Alex Jaegerman
☐ Traffic	Tom Errico	☐ Corporation Counsel	Danielle West-Chuhta
☐ Stormwater	Dan Goyette	☐ Sanitary Sewer	John Emerson
☐ Fire Department	Keith Gautreau	☐ Inspections	Tammy Munson
☐ City Arborist	Jeff Tarling	☐ Historic Preservation	Deb Andrews
☐ Engineering	David Margolis-Pineo	☐ Outside Agency	
		☐ DRC Coordinator	Phil DiPierro

Preliminary Comments needed by: January 26, 2011

Final Comments needed by: February 2, 2011

A, A1-30, AE and AH Zones [Not in Floodway]



Copy - original mailed 9/14/11

FLOOD HAZARD DEVELOPMENT APPLICATION

Portland, Maine

(All applicants must complete entire application)
[60.3(e)]

Application is hereby made for a Flood Hazard Development Permit as required under Article II of the Floodplain Management Ordinance of Portland, Maine, for development as defined in said ordinance. This permit application does not preclude the need for other municipal permit applications.

Owner: City of Portland (International Marine Terminal) Address: 389 Congress St - Portland, ME

Phone No.: _____ _____

Applicant: REED & REED - Jim Wentworth Address: 275 River Rd.

Phone No. (207) 443-9747 (207) 319-8530 Woolwich, ME 04579

Contractor: REED & REED Address: See Above

Phone No.: _____ _____

LEGAL DESCRIPTION

Is this part of a subdivision? ☐ Yes ☒ No If yes, give the name of the subdivision and lot number:

Subdivision: _____ Lot #: _____

Tax Map: 043-D-5 & 043-G-1 Lot #: _____

Address: called 468 Commercial St
Street/Road Name

Zip Code: Portland, ME 04101
Town/Zip Code

General explanation of proposed development: Improvements to the existing site - demolish unused bldgs - New office Bldg - pier extension

Estimated Value of Proposed Development: $885,000.00

Proposed Lowest Floor elevation [for new or substantially improved structure]: _____

OTHER PERMITS

Are other permits required from State or Federal jurisdictions? ☒ Yes ☐ No

If yes, are these other permits attached? to site plan application ☒ Yes ☐ No ☐ Not Applicable

Federal and State Permits may include but are not limited to: ME/DEP/Natural Resource Protection Act, Site Location of Development Act, Metallic Mineral Exploration, Advanced Exploration and Mining; USACE/Section 9 &10 of the Rivers and Harbors Act/ Section 404 of the Clean Water Act; Federal Energy Regulation Commission.

SEWER AND WATER

Sewage Disposal: ☒ Public ☐ Private ☐ Not Applicable Type _____
☐ Existing ☐ Proposed

Water Supply: ☒ Public ☐ Private

(This section to be completed by Municipal Official)

LOCATION

Flooding Source (name of river, pond, ocean, etc.): Ocean

☐ V1-30 Zone ☐ VE Zone ☐ AE Zone ☒ A1-30 Zone ☐ A Zone ☐ AO Zone ☐ AH Zone
☐ FRINGE ☐ FLOODWAY (1/2 width of floodplain in A Zone)

Base Flood Elevation (bfe) at the site 10 NGVD [Required for New Construction or Substantial Improvement]

Lowest floor elevation of proposed or existing structure _____ NGVD [Required for New Construction or Substantial Improvement]

If proposed development is in an AE or A1-30 Zone and cross section data is available in the Flood Insurance Study, please note the nearest cross section reference letter and elevation of base flood at nearest cross section above and below the site.

Cross Section Letter	Base Flood Elevation
Above Site _____	Above Site _____
Below Site _____	Below Site _____

Basis of unnumbered A Zone bfe determination:

☐ From a Federal Agency: ☐ USGS ☐ USDA/NRCS ☐ USACE ☐ Other _____
☐ From a State Agency: ☐ MDOT ☐ Other _____
☐ Established by Professional Land Surveyor
☐ Established by Professional Engineer ☐ HEC/RAS ☐ HEC II ☐ HY 7 ☐ TR20 ☐ TR55 ☐ Quick-2
☐ Other _____
☐ Highest Known Water Level
☐ Other (Explain) _____

VALUE

If the development involves work on an existing structure, enter the **Market Value** of existing structure before improvements:
$ 20,000,000.00

☐ New Construction or Substantial Improvement ☒ Minor improvement or minor addition to existing development

TYPE OF DEVELOPMENT

Check the appropriate box to the left of the type(s) of development requested and complete information for each applicable line:

	Dimensions
☐ 1. Residential Structure	
☐ 1a. New Structure	_____
☐ 1b. Add to Structure	_____
☐ 1c. Renovations/repairs/maintenance	
☐ 2. Non-Residential Structure	
☒ 2a. New Structure	outside Floodzone
☐ 2b. Add to Structure	_____
☐ 2c. Renovations/repairs/maintenance	
☐ 2d. Floodproofing	
☐ 3. Accessory Structure	_____
☐ 4. Functionally Dependent Use:	
☐ 4a. Dock	_____
☒ 4b. Pier	in Floodzone partial Expansion
☐ 4c. Boat Ramp	_____
☐ 4d. Other	_____
☐ 5. Paving	_____
☐ 6. Conditional Use (Lobster/Fish Shed seaward of mean high tide)	

Note: Conditional Use requires add'l. information due to specific standards, public hearing, and Planning Board review.

	Cubic Yards
☐ 7. Filling[3]	_____
☐ 8. Dredging	_____
☐ 9. Excavation	_____
☐ 10. Levee	_____
☐ 11. Drilling	

	Number of Acres
☐ 12. Mining	_____
☐ 13. Dam: Water surface to be created	_____
☐ 14. Water Course Alteration	_____

Note: Detailed description must be attached with copies of all applicable notifications, state and federal permits.

☐ 15. Storage of equipment or materials
☐ 16. Sewage Disposal System
☐ 17. Water Supply System
☐ 18. Other: Explain _____

[1] Certain prohibitions apply in Velocity Zone

Attach a Site Plan – Drawn to scale with north arrow.

- Show property boundaries, floodway, and floodplain lines.
- Show dimensions of the lot.
- Show dimensions and location of existing and/or proposed development on the site.
- Show areas to be cut and filled.

Attach Statement – describing in detail how each applicable development standard in Article VI will be met.

For New Construction or Substantial Improvement also show:

- Existing and proposed grade elevations adjacent to the walls of the structure done by a Professional land Surveyor, Architect, or Engineer.
- Location and elevation of temporary elevation reference marks on the site.

Special Note:
Substantial Improvement is defined as any reconstruction, rehabilitation, addition or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before the start of construction of the improvement. Please refer to the floodplain management ordinance, Article XIV, for more complete definitions of New Construction and Substantial Improvement.

Structures in Velocity Zones are not permitted on fill or excavations. Structures must be built on open foundation systems, i.e., columns, piles, posts. Certification of structural design, specifications, plans and construction methods completed by a Professional Engineer or Architect shall accompany the application as required in Article VI.L.3. of the floodplain management ordinance.

The applicant understands and agrees that:

- The permit applied for, if granted, is issued on the representations made herein;
- Any permit issued may be revoked because of any breach of representation;
- Once a permit is revoked all work shall cease until the permit is reissued or a new permit is issued;
- Any permit issued on this application will not grant any right or privilege to erect any structure or sue any premises described for any purposes or in any manner prohibited by the ordinances, codes, or regulations of the municipality;
- The applicant hereby gives consent to the Code Enforcement Officer to enter and inspect activity covered under the provisions of the Floodplain management Ordinance;
- If issued, the permit form will be posted in a conspicuous place on the premises in plain view; and,
- If issued, the permit will expire if no work is commenced within 180 days of issuance.

I hereby certify that all the statements in, and in the attachments to this application are a true description of the existing property and the proposed development project.

Owner: _____ Date: _____
Signature

or

Authorized Agent: _____ Date: _____
Signature

(This section to be completed by Municipal Official)

Date: Submitted _____, Fee Paid _____; Reviewed by CEO _____; Reviewed by Planning Board _____

Permit # _____ Issued by _____ Date _____

FLOOD HAZARD DEVELOPMENT PERMIT
For Minor Development
PORTLAND, Maine
(For Development not considered a Substantial Improvement)

This Flood Hazard Development Permit allows minor development as provided in Article V.F.3. of the Floodplain Management Ordinance of PORTLAND, Maine, for development in a Special Flood Hazard Area as defined in said ordinance. Development authorized by this permit must be adequately anchored to prevent flotation, collapse, or lateral movement resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy, be constructed with materials resistant to flood damage and be constructed by methods and practices that minimize flood damage. This permit is issued based on documentation that the information provided in the Flood Hazard Development Permit Application is in compliance with the Floodplain Management Ordinance.

Tax Map: 43-D-5-7 & 43-G-1-2 Lot #: _____

Project Description: International Maine Terminal — To Demo unused Bldgs — Small Pier Expansion — New office Bldg outside of the Flood Zone.

The permittee understands and agrees that:

- The permit is issued on the representations made herein and on the application for permit;
- The permit may be revoked because of any breach of representation;
- Once a permit is revoked all work shall cease until the permit is reissued or a new permit is issued;
- The permit will not grant any right or privilege to erect any structure or use any premises described for any purposes or in any manner prohibited by the ordinances, codes, or regulations of the municipality;
- The permittee hereby gives consent to the Code Enforcement Officer to enter and inspect activity covered under the provisions of the Floodplain Management Ordinance;
- The permit form will be posted in a conspicuous place on the premises in plain view; and,
- The permit will expire if no work is commenced within 180 days of issuance.

I hereby certify that all the statements in, and in the attachments to this permit are a true description of the existing property and the proposed development project.

Owner: _____ Date: _____
Signature

or

Authorized Agent: _____ Date: _____
Signature

Issued by: _____ Date: _____

Permit #: _____

Applicant: Reed & Reed *Date:* 9/14/11

Address: 468 Commercial St *C-B-L:* 43-D-5 &
International Marine Terminal

CHECK-LIST AGAINST ZONING ORDINANCE

Date - Existing Dev.

Zone Location - WPDZ

Interior or corner lot - Containers & special marine freight port services

Proposed Use/Work - Demo 5,000 Δ portion unused Bldg along pier - some pier expansion Bld New Accessory Bldg and parking lot along Comm'l St - offices for site

Sewage Disposal -

Lot Street Frontage - None req

Front Yard -
Rear Yard - None req - 5' setback of a building from edge of pier - Setback area may be used for allowable permitted activities to be carried out on site
Side Yard -

Projections -

Width of Lot - N/A

Height - 45' max - 21' proposed above finished grade

Lot Area - No min - 14.34 acres

Lot Coverage/ Impervious Surface - 100%

Area per Family - N/A

Off-street Parking - At 50% req - 3300 ÷ 400 = 8.25 x 50% = 4.125 spcs.
11 spcs shown

Loading Bays - N/A

Site Plan - # 2011-168

Shoreland Zoning/ Stream Protection - exempt

Flood Plains - Panel 13 - Zone A2 (el. 10) for Pier Work (needs Cert of elevation)
Panel 13 - Zone C for New Bldg Along Commer

Noise Not exceed 55 dBAs

(h) *B-6 Eastern Waterfront Mixed Use Zone:* Off-street parking for all projects regardless of size shall be governed by 14-332.2(c) of this article.

(i) *B-7, Mixed Development District Zone:* Off-street parking for all projects regardless of size, shall be governed by 14-332.2(c) of this article.

(j) *Waterfront Zone parking requirements; Eastern Waterfront Port Zone; Waterfront Central Zone; Waterfront Port Development Zone; Waterfront Special Use Zone*: Off-street parking is required at fifty (50%) percent of the required number of parking spaces for specifi8ed uses as otherwise provided in division 20 of this article.

(Ord. No. 240-09/10, 6-21-10)

Sec. 14-332.2. Categorical exceptions and modifications to off-street parking requirements.

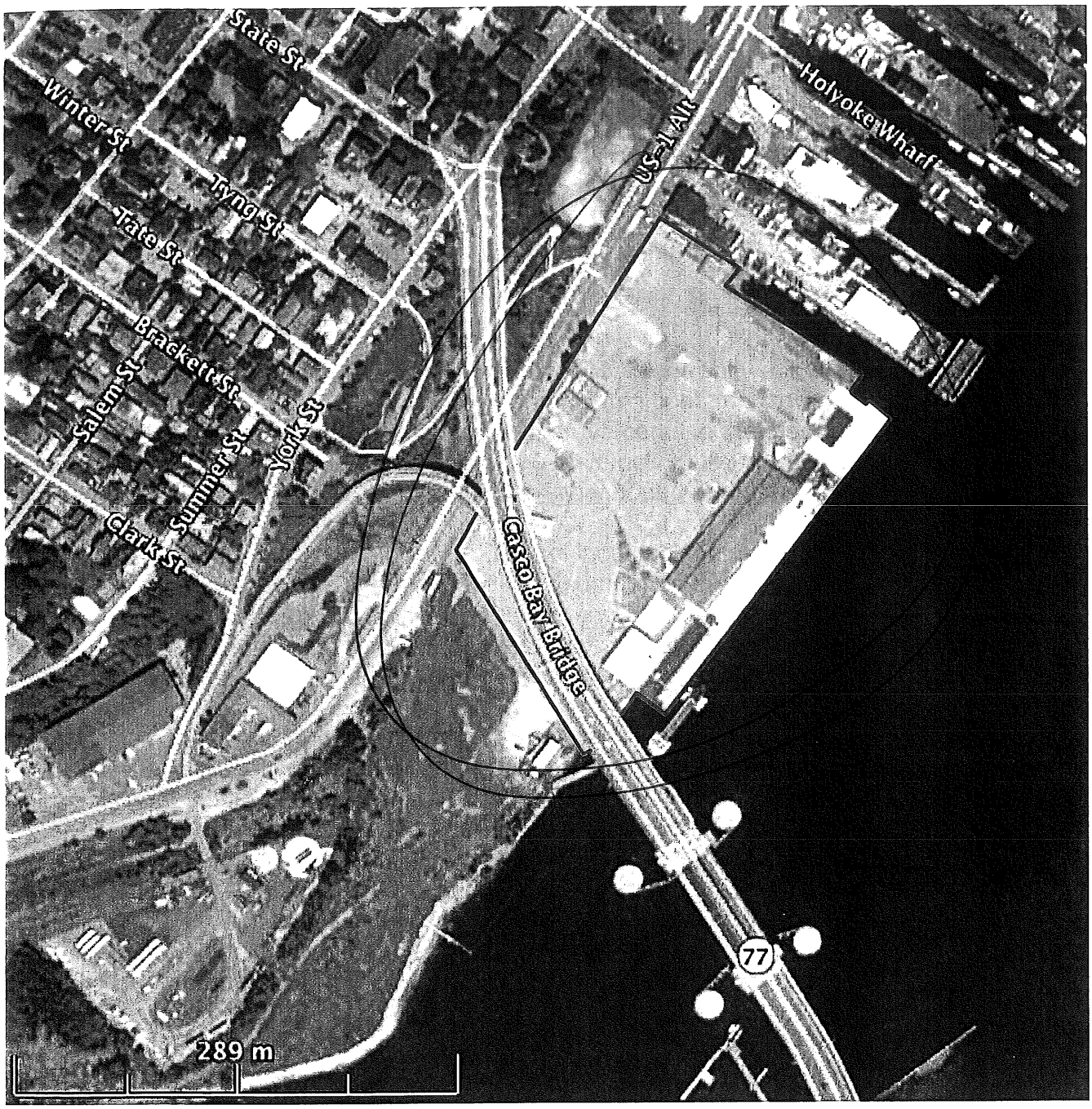
Regardless of which zone a project of use is located, the following exceptions to the off-street parking requirements listed above in section 14-332 are additionally hereby established.

(a) *Home occupations, Section 14-410:* Any need for parking generated by the conduct of a home occupation allowed under section 14-410 of this article shall be met off the street and other than in a required front yard.

(b) *Incentives for affordable housing- parking reductions:* For each affordable housing unit for rent or sale within an eligible project under the Affordable Housing Ordinance established in 14-488(b) of this article, no more than one (1) parking space shall be required. The planning board may establish a parking requirement for affordable housing units for rent or sale within an eligible project that is less than one (1) parking space per affordable housing unit, regardless of the size of the structure.

(c) *Site plans over 50,000 square feet and projects in the B-6, B-7, and USM Overlay Zones:* Where construction is


PLEASAN
WINTER
STATE
STREET
HIGH
STREET
RM 35×
STREET
NATIONAL
CANADIAN
ZONE A2
(EL 10)
ZONE C
BARACKET
ROAD
COMMERCIAL
ZONE
V3
(EL 12)
HARBOR
ZONE A2
(EL 10)
RM 38
DANFORTH
SALEM
EMERY
RM 37×
RAILROAD
PORTLAND
TERMINAL
CANADIAN
NATIONAL
RAILWAY
ZONE
A2
(EL 10)
FORE
RIVER
ZONE A2
(EL 10)
77
PORTLAND
CORPORATE
LIMITS
COASTAL BASE FLOOD ELEVATIONS
APPLY ONLY LANDWARD OF 0.0 NGVD
Panel 13



PROJECT SITE LOCATION MAP

Summary of Zoning Requirements:

DIVISION 18.5 WATERFRONT PORT DEVELOPMENT ZONE

Section 14-319 Permitted Uses.

(a) Marine:
This project meets the description of Marine Use #5 "Marine cargo handling facilities, including docking, loading and related storage".

(d) Other:
The project includes a 3,300 S.F. office building to house the administration and staff responsible for the operation of the marine cargo facility. This component of the project meets the definition of paragraph 1. "Accessory uses customarily incidental and subordinate to the location, function and operation of permitted uses."

Section 14-320 Conditional Uses.

(2) Commercial:
Off -Street parking lots, excluding parking structures

The ordinance requires that conditional uses do not impede or preclude existing or potential water-dependent development on other lots, will allow for adequate right-of-way access to the water, and are physically adaptable or relocatable to make way for future development for water dependent uses.

The project includes an 11 car parking lot adjacent to and in support of the office building which falls under the conditional use requirements. . The lot makes up a very small portion of the site located along Commercial Street and over 250' away from the water's edge. It is a use that helps support the main marine use on the site and does not hinder water-dependent uses on other lots.

In addition, Division 20, Off Street Parking states that when off street parking is required or provided to serve a conforming use in a zone, it shall be considered an accessory use.

Section 14-320.2 Dimensional Requirements.

(a) Minimum lot size: *None*
(b) Minimum Frontage: *None*
(c) Minimum Yard Dimensions: *None*
Front Setback: *None*

Side Setback: *None*
Rear Setback: *None*

Setback from pier line: Minimum setback of 5' from the edge of the pier:

Not applicable as the project does not propose to construct any new structures on the existing pier.

(d) Maximum Lot Coverage: One hundred (100) percent.
(e) Maximum Building Height: Forty-five (45) feet.

Proposed building has a maximum height of 21'-0" above finish grade.

Section 14-320.3 Performance Standards.

All uses in the waterfront port development zone shall comply with the following standards:

(a) Outdoor Storage of Materials: Outdoor storage of commodities and materials accessory to normal conduct of business shall be permitted to a maximum height of forty-five (45) feet, and such materials shall be entirely contained within a designated area within the lot boundaries.

Freight containers stored outside on the site will be stacked no more than three high resulting in a maximum height of 33' above grade. All marine freight will be stored within a fenced storage area within the boundaries of the site.

(b) Noise: (paragraphs 1,2,3)

The main sound source on the site will be from the operation of mobile crane units that move and load containers and the trucks that are coming and going from the site. These sources will not exceed fifty-five (55) decibels on the A scale at or within the boundaries of a residential zone

(c) Vibration: Not Applicable.

(d) Federal and state environmental regulations:

The project will comply with all federal and state environmental statutes and regulations, as well as applicable provisions of the ordinance regarding emissions into the air.

(e) Discharges into harbor areas:

There are no discharges of waste water into the harbor proposed. See Stormwater Management Plan in section 8.9 of this application for a description of stormwater discharge.

(f) Storage of vehicles:

There will be no unregistered automotive vehicles stored on the site.

(g) Landfill of docking and berthing areas: Not Applicable

(h) Off-street parking: Off-street parking is required as provided in division 20 (Off-street parking).

Off street parking will be provided. See summary of requirements from Division 20 - Off Street Parking at the end of this section.

(i) Off-street loading is required as provided in division 21 of this article.

Division 21 prescribes minimum number of off street loading bays based on use and size of proposed building. Office buildings over 100,000 s.f. require one off street loading bay. The proposed building is 3,300 S.F. and therefore does not require an off street loading bay.

(j) Shoreland and flood plain management regulations: Any lot or portion of a lot located in a shoreland zone... or flood hazard zone shall be subject to the requirements of division 26 and/or division 26.5. A portion of the lot is in the shoreland zone. See summary of requirements of Division 26 at the end of this section.

(k) Lighting: All lighting on the site shall be shielded such that direct light sources shall not unreasonably interfere with vessels transiting the harbor nor have an unreasonable adverse impact on adjacent residential zones.

New site and pier lighting is proposed as part of this project. Refer to section 10 of this application package for a detailed description of the lighting plan including fixture cuts, performance characteristics, and photometric plans of the site.

(l) Signs: Signs shall be permitted as set forth in division 22 of this article.

A sign is proposed along Commercial Street as shown in the attached site plan. The sign design is not yet developed so the applicant would like to submit the signage for review at a later date. Separate permit req

(m) Storage of pollutants and oily wastes: On premises storage of pollutants and oily wastes shall not be permitted for more than forty-five (45) days.

Refer to Section 8.8 of this application package for a description of solid waste management on site.

(n) Compatibility of non-marine uses with marine uses: Nonmarine uses, structures and activities, including but not limited to access, circulation, parking, dumpsters, exterior storage and loading facilities or other structures shall neither unreasonably interfere with the existence or operation of marine uses nor significantly impede access to vessel berthing or other access to the water by existing or potential marine uses.

Access and circulation provided for trucks is directly related to the marine cargo processing operations on site. The parking area makes up a minute part of the site square footage, is

needed to support the marine cargo operations staff office building, and is located over 250' from the water's edge. The proposed removal of a portion of the existing terminal building on the pier and replacing it with additional pier surface is being done specifically to enhance the function of the existing marine cargo operation by facilitating improved access for cranes and lifting equipment engaged in transporting cargo containers from berthed ships to the storage yard. All other existing structures on site are used for the direct support of the marine use and do not interfere with operations or vessel berthing.

DIVISION 20 OFF STREET PARKING
Section 14-331 Defined.

Off-street parking....in addition to being a permitted use in certain zones, shall be considered as an accessory use when required or provided to serve conforming uses in any zone.

The off street parking provided is serving a conforming use.

Section 14-332 Uses requiring off-street parking.

In all zones where off street parking is required the following minimum off-street parking requirements shall be provided....

(j) Offices; professional and public buildings: One (1) parking space for each four hundred (400) square feet, or major fraction thereof, of floor area exclusive of cellar not used for bulk storage.

3,300 S.F. divided by 400 = 8.25 so parking for 9 cars is required. This project proposes off street parking for 11 cars based on expected actual need.

Section 14-332.1 Zone specific off-street parking exceptions and modifications.

The off street parking requirements established for uses... are hereby modified for the following zones according to htep revisions as described below.

(j) .....Waterfront Port Development Zone: Off-street parking is required at fifty (50) percent of the required number of parking spaces for specified uses as otherwise provided in division 20 of this article.

Off street parking is being provided based on expected need. The amount exceeds the minimum number required by this section.

Section 14-332.3 Uses requiring off-street bicycle parking.

In all zones where of-street motor vehicle parking is required, minimum off-street bicycle parking shall be provided and maintained.....as specified in Section 14 - 526(a) (2) (Site Plan Standards).

The standards referenced above require two parking spaces for every ten (10) vehicle parking spaces for the first one hundred (100) required vehicle parking spaces. This project will provide 11 vehicle parking spaces and 3 bicycle parking spaces.

Section 14-340 Construction requirements when more than six vehicles parked.

(a) Appropriate driveways from streets or alleys, as well as maneuvering areas, shall be provided. Location and width of approaches over public sidewalks shall be approved by the traffic engineer.

An appropriate entrance drive and maneuvering areas have been provided. The design team has meet with the city traffic engineer to review the location and configuration of the proposed driveway.

(b) The surface of driveways, maneuvering areas and parking areas shall be uniformly graded with a subgrade consisting of gravel or equivalent materials at least six (6) inches in depth, well compacted, and with a wearing surface equivalent in quantities of compaction and durability to fine gravel.

The proposed parking area will be constructed with a compacted base overlayed by bituminous paving as described in the attached drawings.

(c) A system of surface drainage shall be provided in such a way that the waste run-off shall not run over or across any public sidewalk or street.

The proposed parking area will be provided with a surface drainage and collection system as described in the attached drawings.

(d) Where artificial lighting is provided , it shall be shaded or screened so that no light source shall be visible from outside the area and its access driveways.

New lighting is proposed for the parking area as part of this project. Refer to section 10 of this application package for a detailed description of the lighting plan including fixture cuts, performance characteristics, and photometric plans of the site.

DIVISION 26 SHORELAND REGULATIONS
Section 14-449 Land Use Standards

(a) Principal and accessory structures: All principal and accessory structures shall be set back at least seventy-five (75) feet horizontal distance, from the normal high water line of water

bodies..... except that in the following zones the setback shall be as indicated: W-PD Zone: No setback required.

The project includes one new principal structure (new office building) that is located outside of the shoreland zone (more than 250' from the normal high water line). An existing structure on the pier and within the shoreland zone is being removed.

(b) Piers, docks, wharves, bridges and other structures and uses extending over below the normal high water line of a water body or within a wetland:

5. New permanent structures, and expansions thereof, projecting into or over water bodies shall require a permit from the D.E.P. .....

An expansion of the existing pier surface is proposed as part of this project. The expansion, which is a 5,000 square foot infill of an area spanning from the land side edge of the pier to the sea wall has been reviewed and permitted by the Maine DEP, Army Corp of Engineers, and the Board of Harbor Commissioners.

(c) Clearing of vegetation. Not Applicable.

(d) Erosion & Sedimentation Control: See Drawings C28, C29, C30 attached to this application

(e) Soils: See Section 11 of this application package

(f) Water Quality: No pollutants will be deposited into state waters as a result of this project.

(g) Archaeological Sites: See archaeological assessment included in Section 5 of application

(h) Installation of Public Utility Service: This is a pre-developed site with utilities already in place.

(i) Essential Services: This is a pre-developed site with essential services already in place.

(j) Roads & Driveways: Not Applicable.

(k) Parking Areas: The 11 car parking area planned as part of this project is outside of the shoreland zone.

(l) Septic Waste Disposal: Not Applicable.

(m) Stormwater runoff: See Section 8.9 for a description of the proposed storm water management plan.

(n) Agriculture: Not Applicable.

(o) General site plan features: See attached site drawings.

PLANNING BOARD REPORT
PORTLAND, MAINE

International Marine Terminal
New Building and Site Improvements

Level III Site Plan and Chapter 500 Storm Water Permit

State of Maine Department of Transportation and Port Authority, Applicant

Submitted to: Portland Planning Board Public Hearing Date: February 22, 2011 Application ID #2011-0168	Prepared by: Bill Needelman, Senior Planner Date: February 16, 2011

I. INTRODUCTION

The Maine Department of Transportation and the Maine Port Authority request a final review and public hearing with the Planning Board for a Level III site plan for a new building and over three acres of site disturbance at the International Marine Terminal at 468 Commercial Street in the Waterfront Port Development Zone. The proposed development will disturb greater than one acre, additionally requiring a Chapter 500 Storm Water Permit.

The project is represented by Stephen Weatherhead, Winton Scott Architects, as the applicant's agent and project architect.

This item had previously been scheduled for the February 8, 2011 Public Hearing and was postponed to a date certain at the request of the applicant and the Planning Staff. 142 notices were sent to area residents. A notice also appeared in the January 28 and 31 editions of the *Portland Press Herald.*

II. PROJECT DATA

Existing Zoning:	Waterfront Port Development
Proposed Use:	Container and special freight port services
Parcel Size:	14.34 acres
Impervious Surface Area:	
Existing:	13.8 acres
Proposed:	13.82 acres
Net Change:	871 sq ft
Total Disturbed Area:	4.56 acres

Building Area:	
Existing Building Area:	28,400 sq ft +/- (20,200 sq ft+/- to be demolished)
Proposed Building Area:	3300 sq ft new construction
Proposed Building Net Change:	-16,900 sq ft
Existing Building Footprint:	Same as above
Proposed Building Footprint:	Same as above
Proposed Pier Expansion:	5000 sq ft
Parking Spaces:	
Existing:	296 spaces (to be removed and replaced with container storage)
Proposed:	11 spaces (to be developed adjacent to new structure)
Number of Handicap Spaces:	2
Bicycle Parking Spaces:	
Existing:	0
Proposed:	3
Estimated Cost of Project:	$5,000,000

Uses in Vicinity: The site is located at the easterly edge of the Waterfront Port Development Zone between Commercial Street and the Fore River. The site is bounded by Deake's Wharf to the east. The Pan Am rail yard and Unitil (gas utility) lie to the west. A rail right of way separates the westerly two thirds of the site from Commercial Street, though no active rail service currently exists on the site or in the right of way. The nearest adjacent land uses include: Commercial fishing, seafood, marine construction (Deake's Wharf to the east), Unitil gas utility (to the west), parking and container storage (across Commercial Street to the north.) Westerly portions of the site are crossed overhead by the Portland end of the Casco Bay Bridge. Concrete pillars supporting the bridge lie within a MDOT easement crossing the site and MDOT additionally holds a bridge maintenance facility access easement along the westerly boundary adjacent to the rail yard.

III. EXISTING CONDITIONS

The International Marine Terminal was originally developed in the 1920s as a deepwater freight facility on the site of a former rail yard. In the 1970's the site took on its current configuration as the terminal for the Yarmouth, NS car ferry, which conducted operations on the site until three years ago. In addition to ferry services, the site has been improved for container freight operations and has served various special freight and transient berthing functions as needed. While the majority of freight activity involves water-borne transport, the site is also used for truck to truck transfer of domestic freight.

The site is almost entirely paved and can be generally separated into 4 functional areas.

Water's Edge:

At the water's edge, the site is improved by a heavy concrete pile-supported pier set parallel with the shore. The pier is constructed with its berthing edge approximately 85 feet from the shoreline (bulkhead) and is between 25 and 60 feet wide. The pier is connected to the bulkhead at several points by +/-40-foot wide pier sections. The existing 1920's terminal building straddles the bulkhead and is composed of a series of separate buildings covered by a single canopy roof

structure. A more recent 60'x65' fabric-covered warehouse structure is located just to the west of the terminal building. Prior to the departure of the ferry service, the terminal building handled receiving and departures of international passengers, ferry offices, US Customs services, and maintenance services.

A mobile freight crane dominates the water's edge serving container vessels as well as other freight needs of the facility.

Westerly Queuing Area:

The westerly portion of the site between the pier and Commercial Street is dominated by a paved area striped for queuing vehicles getting onto and off of the international ferry. A Customs inspection station is located near Commercial Street and the Casco Bay Bridge is located above much of the in-bound (off the vessel) queuing. Fencing contains the in-bound queue as required by Customs. A shared gap in the perimeter fence provides access to Commercial Street for vehicle queuing and the parking area described below. Cars approaching or leaving the queuing area cross the rail right of way noted above prior accessing Commercial Street.

With the abandonment of the passenger use, this area has been used for domestic freight storage and transfer.

Central Parking Area:

The central portion of the site is constructed for long-term parking for the ferry service. +/- 296 spaces are provided and are surrounded by circulation drives. In addition to the shared Commercial Street access described above, the parking area and terminal building are served by an additional curb cut at the westerly edge of the parking area. A landscaped berm is located along the northerly boundary of the site between the two curb cuts and along the rail right of way, which continues across this portion of the site.

Since the departure of passenger services, the parking area has provided overflow container storage and freight support as needed.

Easterly Container Yard:

Between the central parking area and Deake's Wharf, there is a +/-2 acre container yard serving the freight needs of the facility. The container yard is fenced from the parking area and there is a gated entrance to Commercial Street. The rail right of way noted above terminates +/-60 feet from the parking area curb cut, leaving +/-148 feet of Commercial Street frontage along the container yard northerly boundary. A trailer set along Commercial Street has served as the offices of the container yard since its construction.

There are no sidewalks serving the site and pavement from Commercial Street and the rail right of way is not contained by curbing.

Lighting on the site is provided by 100 foot tall polls in the container yard and flood lighting on the working pier.

IV. PROPOSED DEVELOPMENT

The proposed development looks to transition the site from the abandoned passenger use and to an improved and expanded freight facility. The site will continue the freight operations described above with improved circulation, greater pavement weight bearing capacity, improved drainage and storm water management, improved lighting, and better office support facilities.

The proposed use of the site is described below according to the general areas used above in the existing conditions section of this report. Board members should understand that managing marine facilities is dynamic and division between international and domestic freight areas may adjust over time to reflect the space needs of secured contracts; but in all cases, the primary use for the entire site is for processing of marine based freight. Truck to truck operations will continue but will be a minor component of the operation.

Water's Edge:

The majority of the terminal building is to be removed and 5000 square feet of pier space is proposed to fill between the existing pier and the bulkhead. The existing fabric-covered warehouse is to remain and the easterly-most portion of the terminal building will be retained as a maintenance facility.

Westerly Queuing Area:

The westerly portion of the site is to remain in its existing condition with no significant improvements or development. The existing customs inspection building is to be removed and this area will continue its use as a yard for domestic freight.

Central Parking Area:

The central portion of the site will see the majority of activity with the current proposal. The entire central portion of the site is to be re-graded, strengthened for heavy storage, and re-paved. The existing storm water system will be replaced with a new series of catch basins and pipes. The area will be laid out to allow the stacking and distribution of freight containers and will be integrated with the easterly container yard.

Toward Commercial Street, the applicants propose a 3300 square foot, one-story administrative office building serving both freight and US Customs employees. The office building is proposed to be fenced from the adjacent freight yard and to be served by a new curb cut and driveway to Commercial Street and a new 11 car parking lot. By segregating the entrance and parking for the office building, visiting traffic will not need to adhere to the security requirements necessary for the international freight yard.

To the east of the office building, the existing truck driveway entrance is proposed to remain with modifications to curb radii and width. The applicants propose that the curb cut be up to 52 feet wide to accommodate large vehicles carrying special freight to and from Commercial Street. The site entrance is designed to accommodate wind turbine components, some of which can be 160 feet in length.

Easterly Container Yard:

The existing container yard will remain predominantly in its current condition. An existing fence and landscape island between at the westerly edge of the yard will be removed, allowing the central area and the easterly area to merge into a single expanded freight yard. The office trailer will be removed, and an existing truck access gate to Commercial Street will be removed and fenced. Access to the easterly yard will be shared with the modified curb cut described above.

V. PUBLIC COMMENT

The applicants held the required neighborhood meeting on February 1, 2011 at the Gulf of Maine Research Institute. Minutes of the meeting are included in the applicants' material under tab 12.

VI. RIGHT, TITLE AND INTEREST AND FINANCIAL/TECHNICAL CAPACITY

a. The owner of the property is the City of Portland and the site is leased to the State of Maine Port Authority. The applicant has provided a copy of the State's lease under tab 4 in the application packet. As noted above, the site is partially bound to the north by a rail right of way located between the site and Commercial Street. The subject parcel was granted broad rights of access to and across the right of way with the City's original purchase of the site from the rail road in 1971. Corporation Counsel has determined that the proposed development is consistent with the conveyed rights.

b. The estimated cost of the development is $5,000,000, which has been fully funded through a US Department of Transportation American Recovery and Reinvestment Act grant award.

c. The project is being administered by MDOT, which has ample experience and technical capacity for the execution of infrastructure projects of this magnitude.

VII. ZONING ASSESSMENT

The use of the site will not change from the existing condition. Intermodal marine freight facilities are a permitted use in the Waterfront Port Development Zone. The WPDZ includes a performance standard specific to site lighting that is addressed in the standards review below.

The proposed building lies outside of the limits of flood plain and shore land zone protections. Portions of the site closer to the water are within both the flood plain and shore land zones and the Zoning Administrator has determined that the applicable standards for the proposed pier and site improvements have been met. The applicant will need to apply for flood plain permits in conjunction with building permits.

VIII. DEVELOPMENT REVIEW

A. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527)

The application material is thorough and complete, with the exception utility capacity letters. Such letters have been requested, but not yet received. A condition of approval is suggested in the motions.

Planning and Urban Development Department
Penny St. Louis, Director

Planning Division
Alexander Jaegerman, Director

September 13, 2011

Edward Karpinski
MDOT Construction Manager
State of Maine Department of Transportation
16 State House Station
Augusta, Maine 04333-0016

Project Name: International Marine Terminal **Project ID:** 2011-0168
Address: 468 Commercial Street **CBL:** 043 D 005001, & 043 G 001001
Applicant: Maine Department of Transportation
Planner: William Needelman

Dear Mr. Karpinski,

On February 22, 2011, the Portland Planning Board approved with conditions the proposal for the International Marine Terminal at 468 Commercial Street. As provided in Section 14-532, this letter serves as the written permission from the Planning Authority to commence site work prior to posting the performance guarantee. The commencement of site work is limited to the extent of work outlined in your letter dated September 12, 2011 (attached) and listed below:

1. Removal of pavement in the center portion of the site
2. Trenching and relocation / termination of utility lines scheduled to be demolished
3. Excavation for new storm water system
4. Excavation for building foundation
5. Repair of decking and column footing at line 5 on the existing pier

All of the above work shall be done in accordance with the approved plans and as shown on sheets C16, C17,C18, C26, and associated details of the site plan set. Please be advised that you must obtain a demolition permit from the City's Inspection Division prior to commencing any demolition and obtain any permits that may be required from Public Services for the disconnecting and capping any sewer and storm water lines, temporary closing of any sidewalks and any temporary loss of on-street parking.

Prior to the start of any site or demolition work, a pre-construction meeting shall be held at the project site with the contractor, development review coordinator , Public Service's representative

Prior to the start of any site or demolition work, a pre-construction meeting shall be held at the project site with the contractor, development review coordinator , Public Service's representative and owner to review the construction schedule, erosion and sedimentation controls, and other critical aspects of the site work. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.

The approval to proceed with the demolition and site work is based on the submitted request of Edward Karpinski of the Maine Department of Transportation dated September 12, 2011 and the approved site plan. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.

Please contact Philip DiPierro, Development Review Coordinator at 874-8632 regarding the preconstruction meeting. If there are any further questions, please contact the Planning Office at 874-8721.

Sincerely,

Alexander Jaegerman
Planning Division Director

Electronic Distribution
Penny St. Louis, Director of Planning and Urban Development Department
Barbara Barhydt, Development Review Services Manager, Planning
William Needelman, Senior Planner
Philip DiPierro, Development Review Coordinator, Planning
Marge Schmuckal, Zoning Administrator, Inspections Division
Matt Doughty, Public Services
Tammy Munson, Plan Reviewer, Inspections Division
Lannie Dobson, Administration, Inspections Division
Approval Letter File

Attachments:
Edward Karpinski, MDOT, September 12, 2011

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

September 12, 2011

Ms. Penny St Louis
Director of Planning and Urban Development
Portland City Hall
389 Congress Street
Portland, ME 04101

RE: MDOT PIN 17820.00 – International Marine Terminal Improvements, 468 Commercial Street

Dear Ms. St. Louis,

The MDOT is in the process preparing the cost estimate and printing the seven sets for plans for submission to Planning and Urban Development Department so that we are permitted to proceed with the construction of the facility as shown in the plans. We anticipated submitting the plans and cost estimate on Tuesday September 13th.

In order to facilitate the construction the MDOT is requesting authorization to proceed with a few aspects of the work while the Site Plan approval process is being completed. The areas of work consist of:

1. Removal of pavement in the center portion of the site.
2. Trenching and relocation / termination of utility lines scheduled to be demolished.
3. Excavation for new storm water system.
4. Excavation for building foundation.
5. Repair of decking and column footing at line 5 on the existing pier.

The building permit has been filed for and is awaiting issuance. We are available to review the site with your designated Development Review Coordination as early as this Wednesday.

If you have any further questions please do not hesitate to contact me at 207-504-1916.

Sincerely,

Edward Karpinski
MDOT Construction Manager
207-504-1916

Cc: Paul Pottle – MDOT
Jim Wentworth – Reed & Reed
Philip DiPierro – City of Portland

Certificate of Design Application

From Designer: Becker Structural Engineers, Inc.

Date: 9/8/11

Job Name: International Marine terminal Improvements Project

Address of Construction: 468 Commercial Street

2009

~~2003~~ International Building Code

Construction project was designed to the building code criteria listed below:

Building Code & Year 2009 IBC Use Group Classification (s) Business Use

Type of Construction Type 5 - wood framed

Will the Structure have a Fire suppression system in Accordance with Section 903.3.1 of the 2003 IRC YES

Is the Structure mixed use? NO If yes, separated or non separated or non separated (section 302.3) _____

Supervisory alarm System? YES Geotechnical/Soils report required? (See Section 1802.2) YES

Structural Design Calculations

Completed — Submitted for all structural members (106.1 – 106.11)

Design Loads on Construction Documents (1603)

Uniformly distributed floor live loads (7603.11, 1807)

Floor Area Use	Loads Shown
All Int. Spaces	100 psf

Wind loads (1603.1.4, 1609)

Mthd 2 — Design option utilized (1609.1.1, 1609.6)

100 mph — Basic wind speed (1809.3)

II / 1.0 — Building category and wind importance Factor, I_w table 1604.5, 1609.5)

C — Wind exposure category (1609.4)

+/- 0.18 — Internal pressure coefficient (ASCE 7)

31 psf — Component and cladding pressures (1609.1.1, 1609.6.2.2)

23 psf — Main force wind pressures (7603.1.1, 1609.6.2.1)

Earth design data (1603.1.5, 1614-1623)

Equiv. Lat. Force — Design option utilized (1614.1)

Occ. Cat II — Seismic use group ("Category")

0.314,0.077 — Spectral response coefficients, SDs & SD1 (1615.1)

D — Site class (1615.1.5)

N/A — Live load reduction

20 psf — Roof *live* loads (1603.1.2, 1607.11)

46.2 psf — Roof snow loads (1603.7.3, 1608)

60 psf — Ground snow load, P_g (1608.2)

46.2 psf — If P_g > 10 psf, flat-roof snow load P_f

1.0 — If P_g > 10 psf, snow exposure factor, C_e

1.0 — If P_g > 10 psf, snow load importance factor, I_s

1.1 — Roof thermal factor, C_t (1608.4)

46.2 psf — Sloped roof snowload, P_s (1608.4)

B — Seismic design category (1616.3)

Wood SW — Basic seismic force resisting system (1617.6.2)

6.5, 4 — Response modification coefficient, R_I and deflection amplification factor C_d (1617.6.2)

Per ASCE 7-05 — Analysis procedure (1616.6, 1617.5)

7k — Design base shear (1617.4, 16175.5.1)

Flood loads (1803.1.6, 1612)

N/A — Flood Hazard area (1612.3)

N/A — Elevation of structure

Other loads

2000 # — Concentrated loads (1607.4)

Included — Partition loads (1607.5)

N/A — Misc. loads (Table 1607.8, 1607.6.1, 1607.7, 1607.12, 1607.13, 1610, 1611, 2404

Accessibility Building Code Certificate

Designer: Winton Scott, Winton Scott Architects, PA

Address of Project: 468 Commercial Street

Nature of Project: New administrative office building in support of marine freight processing operations

The technical submissions covering the proposed construction work as described above have been designed in compliance with applicable referenced standards found in the Maine Human Rights Law and Federal Americans with Disability Act. Residential Buildings with 4 units or more must conform to the Federal Fair Housing Accessibility Standards. Please provide proof of compliance if applicable.

REGISTERED ARCHITECT * WINTON F. SCOTT, JR. No. 703 * STATE OF MAINE

(SEAL)

Signature: Winton Scott Jr

Title: President

Firm: Winton Scott Architects, PA

Address: 5 Milk Street

Portland, Maine 04101

Phone: 207-774-4811

For more information or to download this form and other permit applications visit the Inspections Division on our website at www.portlandmaine.gov

Certificate of Design

Date: 9/6/2011

From: Winton Scott Architects, PA

These plans and / or specifications covering construction work on:

International Marine Terminal Improvements Project,
468, Commercial Street

Have been designed and drawn up by the undersigned, a Maine registered Architect / Engineer according to the ~~2003~~ *International Building Code* and local amendments.

2009

REGISTERED ARCHITECT
WINTON F. SCOTT, JR. No. 793
STATE OF MAINE

(SEAL)

Signature: Winton Scott JR

Title: President

Firm: Winton Scott Architects, PA

Address: 5 Milk Street
Portland, Maine 04101

Phone: 207-774-4811

For more information or to download this form and other permit applications visit the Inspections Division on our website at www.portlandmaine.gov

INTERNATION MARINE TERMINAL IMPROVEMENTS PROJECT
2006 NFPA CODE SUMMARY
9.K.11

Background Information:

Project Architect: Stephen Weatherhead, Winton Scott Architects 774-4811 ext. 3

Project Description: As part of improvements to the International Marine Terminal to enhance marine freight processing operations, a new 1 story office building is proposed to house administrative staff for the terminal. The building includes office space, meeting space, bathrooms, kitchenette and support spaces.

Square Footage: First Floor: 3,320 S.F.

Business Description: Office /Business Use

Occupancy Classification: Business Use (B) Offices

Sprinkler & Fire Alarm: Building will be equipped with an approved automatic, supervised sprinkler system per NFPA 13 and fire alarm system.

Construction Type: Type V (200)– Non combustible construction for exterior walls and all interior construction consisting of any material permitted by code.

Occupancy Loads: Business Use @ 100 s.f./person:

Floor 1: = 33.2 rounded up to 34 people
TOTAL: = 34 People total.

Applicable Primary Requirements:

1. General Egress Components / Ratings

Egress Capacity Factors: *Stairs .3"/person for stairways; .2"/person for level components and ramps (Table 7.3.3.1) Minimum clear width of new stairs is 44" for occupant load <2,000 (Table 7.2.2.2.1.2(B)).*

Requirement Met. Building has no stairs.

Requirement Met. All doors are 36" width yielding a 34" clear opening. 34"/.2" = 170 people. Four ground level exit doors are provided = (4) 36" wide doors: 34"/.2" = 170 people x 4 = 680 people.

Travel Distance Limits: *Common Path Limit: 100' (sprinklered-Table A.7.6)*
Dead-end Corridor: 50' (sprinklered--Table A.7.6)
Travel Distance: 300' (sprinklered--Table A.7.6))
Requirements Met – See drawings

Remoteness of Exits: *(7.5.1.3.2) Where two exits or exit access doors are required, they shall be located at a distance from one another not less than one half the length of the maximum overall diagonal dimension of the building or area served, measured in a straight line between the nearest edge of the exit doors or exit access doors.....*
(7.5.1.3.3) In buildings protected throughout by an approved supervised sprinkler system... the minimum distance is reduced to 1/3 the maximum overall diagonal dimension.
Requirement Met – Max. diagonal distance = 33'. There are four exits included in the plan the distances between the three major exits are 63' and 50'-9". See drawings.

Required Fire Resistance Rating: *(38.3.6.1) Exit access corridors require a fire resistance rating of 1 hour. Exception: (A.38.3.6.1(3)) No rating is required in buildings protected throughout by an approved supervised automatic sprinkler system.* **Requirement Met.**

Occupancy Separation: *Not Applicable*

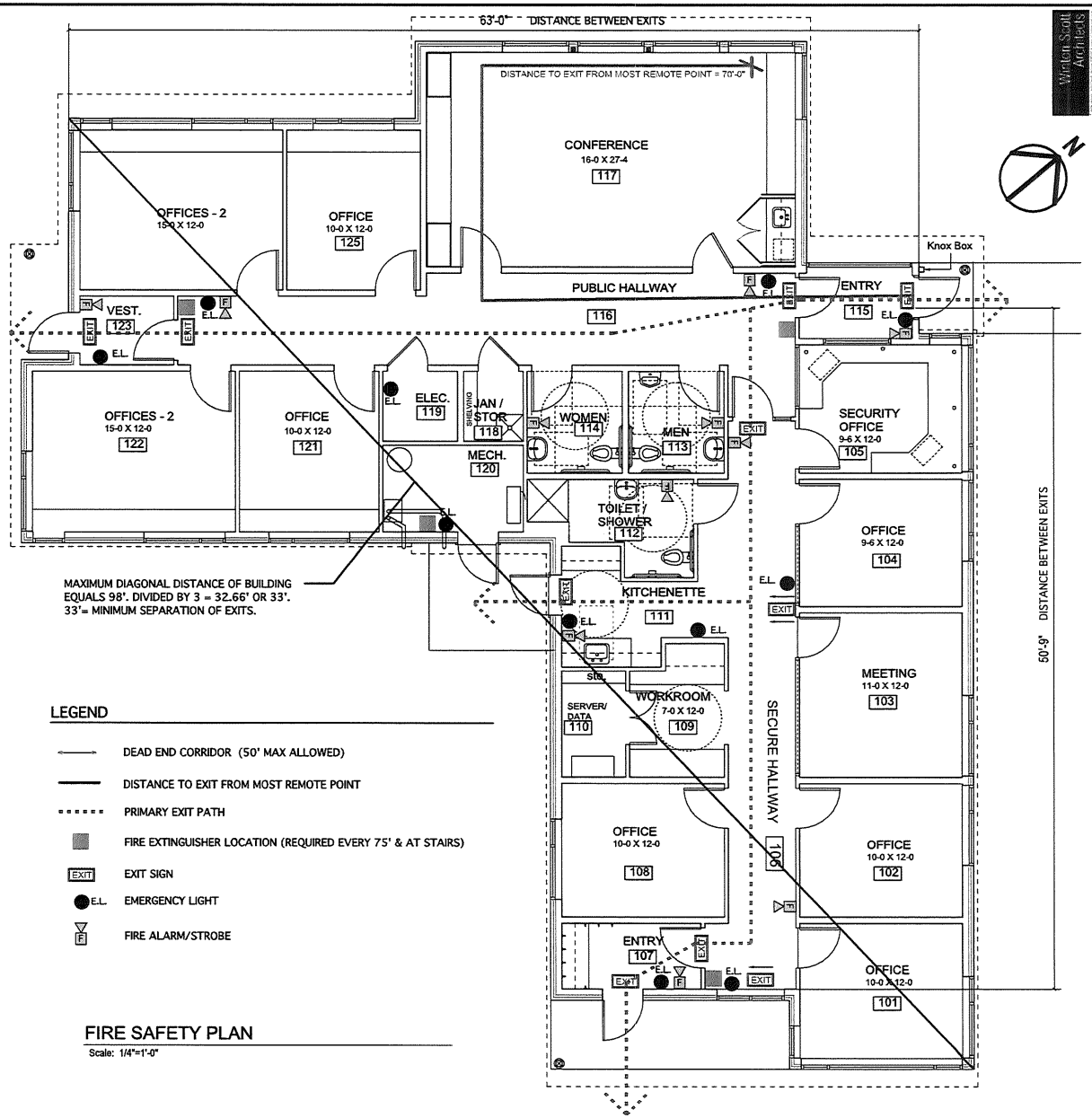
Accessory Assembly Uses: *(A6.1.14.1.3)- Where incidental to another occupancy, areas used as follows shall be permitted to be considered part of the predominant occupancy and shall be subject to the provisions of the code that apply to the predominant occupancy. (A.6.1.14.1.3(2) Assembly use with fewer than 50 persons within a business occupancy.*

There is one large meeting room provided that is 438 S.F. yielding an occupancy of 30 people (based on assembly occupancy load of 15 S.F. per person) which is less than 50 people therefore it meets the Accessory Assembly Area definition and does not require a Use Group separation. **Requirement Met.**

Exit Access Doorways: *(38.2.4.2) A single exit shall be permitted for a room or area with a total occupant load of fewer than 100 persons.*
Requirement Met.

(7.5.1.3.3) In buildings protected throughout by an approved supervised automatic sprinkler system, the minimum separation distance between two exits or exit access doors shall be not less than one –third the length of the maximum overall diagonal dimension of the building area to be served.
Requirement Met. See Remoteness of exits above

(7.2.1.4.2) Doors required to be of the side hinged or pivoted swing type shall swing in the direction of egress travel where serving a room or area with an occupant load of 50 or more...
Requirement Met. No rooms or areas have an occupant load capacity of over 50 people.



FIRE SAFETY PLAN

Scale: 1/4"=1'-0"

Winton Scott Architects

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER 01782.00
PIN 017820.00

WORN	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
AL	-	3/25/11	-	#793	3/25/11
WW	-	-	-	-	-

PORTLAND INTERNATIONAL
MARINE TERMINAL IMPROVEMENTS
PORTLAND CUMBERLAND

BUILDING FLOOR P

SHEET NUMBER
A.A1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

July 13, 2011
Subject: **Portland Marine Terminal**
Federal Project No: DTMA1G10006/TIGER
State PIN: 017820.00
Amendment No. 6

Dear Sir/Ms:

Make the following change to the Bid Document:

In the Bid Book (pages 6 thru 12) "SCHEDULE OF ITEMS" make the following **CHANGES** to the "BID AMOUNTS" in pen and ink:

LINE NO	NEW BID AMOUNT
1050	**50,000.00**
1060	**40,000.00**
1070	**5000.00**
1080	**5000.00**
1090	**5000.00**

Consider this information prior to submitting your bid on July 13, 2011.

Sincerely,

FOR

Scott Bickford
Contracts & Specifications Engineer

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

June 27, 2011
Subject: **Portland Marine Terminal**
Federal Project No: DTMA1G10006/TIGER
State PIN: 017820.00
Amendment No. 1

Dear Sir/Ms:

Make the following change to the Bid Document:

In the Bid Book (page 4) "NOTICE TO CONTRACTORS", in the first sentence, **CHANGE** to Bid Opening date from "July 6, 2011" to read "**July 13, 2011**". Make this change in pen and ink.

In the Bid Book (page 4) "NOTICE TO CONTRACTORS", forth paragraph **CHANGE** the sentence that begins; "Questions received after 12:00 noon of Friday prior …" to read "**Questions received after 12:00 noon of Monday prior to bid date will not be answered.**" Make this change in pen and ink.

NOTE: ANY QUESTIONS ASKED DURING THE ON-SITE VISIT AND ANSWERED WILL NOT AMEND THIS CONTRACT UNLESS THEY ARE FORMALLY SUBMITTED AND RESPONDED TO WITH AN ADDENDUM. PERSONNEL CONDUCTING SITE TOURS DO NOT HAVE ANY AUTHORITY OVER THIS CONTRACT.

The following questions have been received:

Question: What is the procedure for getting into the IMT for a site visit?

Response: Bidders can not visit the site at any time, but there will be two (2) designated times for contractors and sub-contractors to visit the site. Site tours will be conducted by port personnel and any questions asked and answered on site will not modify the contract in any way unless those questions are submitted in writing to the Department and answered by the Department through an addendum. The times for the site visits are June 29th from 8:00 AM until Noon and July 7th from 8:00 AM until noon. All people accessing the site must remain in the presence of a port person with a TWIC card. In order to ensure this happens, groups will be kept to no larger then five (5) people. The contractor needs to contact Mr. Patrick Arnold, Business Development and Marketing

Manager for the Maine Port Authority at either his e-mail address (patrick.arnold@maineports.com) or by phone at 207-408-5391 to establish a time for the visit. Mr. Arnold will coordinate a time during the above block of time for the visit to take place. It is anticipated that we should be able to handle Three (3) to four (4) groups at one time.

Question: Would MDOT consider a bid extension? Project is complex and current bid date is during a holiday week.

Response: Bid opening has been changed to July 13, 2011. Please see the above change.

Question: What is the maximum allowable load that can be placed on the existing pier? We are looking to see what size crane we will be able to use on the existing pier.

Response: The main pierhead is rated at 1,000 psf allowable uniform live load. The concrete ramps which bridge between the landside and the pierhead are rated at 450 psf allowable uniform live load.

Consider this change and information prior to submitting your bid on July 13, 2011.

Sincerely,

Scott Bickford
Contracts & Specifications Engineer

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

July 1, 2011
Subject: **Portland Marine Terminal**
Federal Project No: DTMA1G10006/TIGER
State PIN: 017820.00
Amendment No. 2

Dear Sir/Ms:

Make the following change to the Bid Document:

In the Plans **CHANGE** all references to "48" O.C." involving "ZEE" GIRTS to read "**24"** O.C.". Make this change in pen and ink.

The following questions have been received:

Question: Substitution Request – We are submitting the following profiles to be accepted on this project:

2.04 roof panel assemblies: Everlast Metals DL200 / 16" / 24ga
2.05 metal soffit panels: Everlast Metals FP-100 / 12" x 1" / 24ga

Response: The proposed substitute products manufactured by Everlast Metals are acceptable as equal to the products specified with the following conditions:

1. The DL200 roof panel shall be provided with the optional thermally applied pre-assembly in seam sealant.
2. Minimum warranty requirements of specifications apply with no exceptions for projects located in a marine environment.

Question: On sheet A.A1, the Security Office has a typeW1 and type W2 window. These windows are not shown on the window schedule or the door & frame schedule. Please clarify.

Response: Interior windows "W1" and "W2" are shown on the Ground Floor Plan on Sheet A.A1 and on interior elevations A/A.A12, 4/A.A13, and 1/A.A13 but they do not appear on the door and frame schedule on Sheet A.A9.

W1 is a fixed glass unit with hollow metal frame as shown in the attached sketch.
W2 is a hollow metal frame with sliding glass panels as shown in the attached sketch.

PHONE: (207)624-3000 TTY 888-516-9364 FAX: (207) 624-3001

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0220	501.231 DYNAMIC LOADING TEST	3.000 EA				
0230	501.70 STEEL PIPE PILES, DELIVERED 16" DIA	3816.000 LF				
0240	501.701 STEEL PIPE PILES, IN PLACE 16" DIA.	3708.000 LF				
0250	501.90 PILE TIPS	36.000 EA				
0260	501.91 PILE SPLICES	9.000 EA				
0270	501.92 PILE DRIVING EQUIPMENT MOBILIZATION	LUMP	LUMP			
0280	502.235 STRUCTURAL CONCRETE, PIER PILE CAP & EDGE BEAM	140.000 CY				
0290	502.411 STRUCTURAL CONCRETE, PIER DECK SLAB	145.000 CY				
0300	502.45 STRUCTURAL CONCRETE APPROACH SLABS PIER APPROACH	65.000 CY				
0310	502.491 STRUCTURAL CONCRETE, PIER CURB	5.000 CY				
0320	502.601 STRUCTURAL CONCRETE, TRANSFORMER FOUNDATION	LUMP	LUMP			

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0330	502.602 STRUCTURAL CONCRETE, GENERATOR SLAB	LUMP	LUMP			
0340	502.603 STRUCTURAL CONCRETE, CONDENSER PAD	LUMP	LUMP			
0350	502.604 STRUCTURAL CONCRETE, MAINTENANCE BLD. SLAB	LUMP	LUMP			
0360	503.14 EPOXY-COATED REINFORCING STEEL, FABRICATED AND DELIVERED	72000.000 LB				
0370	503.15 EPOXY-COATED REINFORCING STEEL, PLACING	72000.000 LB				
0380	504.810 STRUCTURAL STEEL ERECTION FOR MODIFICATIONS	LUMP	LUMP			
0390	504.8210 STEEL REEFER UNIT FRAMES & INSTALLATION	LUMP	LUMP			
0400	506.9106 FUSION BONDED EPOXY COATING	LUMP	LUMP			
0410	514.06 CURING BOX FOR CONCRETE CYLINDERS	1.000 EA				
0420	515.20 PROTECTIVE COATING FOR CONCRETE SURFACES	780.000 SY				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0430	520.240 EXPANSION DEVICE - PIER COMPRESSION SEAL	50.000 LF				
0440	526.301 TEMPORARY CONCRETE BARRIER TYPE I	LUMP	LUMP			
0450	528.08 STRUCTURAL TIMBER	LUMP	LUMP			
0460	535.631 PRESTRESSED STRUCTURAL CONCRETE DECK PLANKS	LUMP	LUMP			
0470	603.157 12 INCH PVC PIPE	935.000 LF				
0480	603.167 15 INCH POLYVINYLCHLORIDE (PVC) PIPE	285.000 LF				
0490	604.097 72 INCH CATCH BASIN TYPE B1-C	1.000 EA				
0500	604.11 CATCH BASIN TYPE C1	20.000 EA				
0510	604.15 MANHOLE	2.000 EA				
0520	604.154 72 INCH MANHOLE	1.000 EA				
0530	604.16 ALTERING CATCH BASIN TO MANHOLES	2.000 EA				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0540	604.161 ALTERING CATCH BASIN	6.000 EA				
0550	604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	8.000 EA				
0560	604.247 CATCH BASIN TYPE F5-C	1.000 EA				
0570	607.1601 TEMPORARY CHAIN LINK FENCE - 4'	400.000 LF				
0580	607.1701 TEMPORARY CHAIN LINK FENCE - 6' MOVEABLE	1680.000 LF				
0590	607.2301 TEMPORARY CHAIN LINK GATE	1.000 EA				
0600	607.25 REMOVE AND RESET CHAIN LINK FENCE	870.000 LF				
0610	607.2501 REMOVE CHAIN LINK FENCE	110.000 LF				
0620	607.490 CHAIN LINK GATE - 16 FT. SWING	1.000 EA				
0630	607.4911 MOTORIZED SLIDE GATE - 24 FT.	1.000 EA				
0640	607.4921 REMOVE GATE & MOTORS	4.000 EA				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0650	607.493 REMOVE & RESET MOTORIZED SLIDING GATE - 14 FT.	1.000 EA				
0660	607.501 SPECIAL REMOVABLE GATE POST	LUMP	LUMP			
0670	607.502 SPECIAL SECURITY GATE POST	LUMP	LUMP			
0680	608.081 REINFORCED CONCRETE DRIVEWAYS WALKWAYS	110.000 SY				
0690	609.11 VERTICAL CURB TYPE 1	140.000 LF				
0700	609.12 VERTICAL CURB TYPE 1 - CIRCULAR	105.000 LF				
0710	609.237 TERMINAL CURB TYPE 1 - 7 FOOT	1.000 EA				
0720	609.2371 TERMINAL CURB TYPE 1- 7 FT - CIRCULAR	2.000 EA				
0730	609.30 PRECAST CONCRETE CURB FOR PIERS	50.000 LF				
0740	609.31 CURB TYPE 3	130.000 LF				
0750	615.07 LOAM	80.000 CY				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0760	618.1301 SEEDING METHOD NUMBER 1 - PLAN QUANTITY	6.000 UN				
0770	619.1201 MULCH - PLAN QUANTITY	6.000 UN				
0780	621.126 SMALL DECIDUOUS TREES (6 FOOT - 8 FOOT) GROUP A	2.000 EA				
0790	621.5352 DECIDUOUS SHRUBS (18 INCH - 24 INCH) GROUP A	10.000 EA				
0800	621.80 ESTABLISHMENT PERIOD	LUMP	LUMP			
0810	621.901 LANDSCAPE BORDER & FOUNDATION FOR OFFICE BLD. EXTERIOR SIGN	LUMP	LUMP			
0820	621.951 BIKE RACK	LUMP	LUMP			
0830	627.901 PAVEMENT MARKINGS IN OFFICE PARKING LOT & DRIVEWAYS	LUMP	LUMP			
0840	639.18 FIELD OFFICE TYPE A	1.000 EA				
0850	652.35 CONSTRUCTION SIGNS	150.000 SF				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0860	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP	LUMP			
0870	659.10 MOBILIZATION	LUMP	LUMP			
0880	801.15 6 INCH PVC SANITARY SEWER (SCHEDULE 40)	535.000 LF				
0890	803.173 SEWER MANHOLE - 4 FOOT DIAMETER	3.000 EA				
0900	810.4002 OFFICE BUILDING - VISITOR ENTRANCE SIGN	LUMP	LUMP			
0910	810.4003 OFFICE BUILDING - STOP SIGN	LUMP	LUMP			
0920	815.00 BUILDING ARCHITECTURAL	LUMP	LUMP			
0930	815.00 BUILDING ELECTRICAL	LUMP	LUMP			
0940	815.00 BUILDING MECHANICAL	LUMP	LUMP			
0950	815.00 BUILDING STRUCTURAL	LUMP	LUMP			
0960	822.320 6" PVC WATERMAIN	240.000 LF				

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CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0970	822.3212 4" PVC WATERMAIN	330.000 LF				
0980	823.3253 TAPPING SLEEVE & GATE VALVE WITH BOX	6.000 EA				
0990	823.33 6 INCH GATE VALVE WITH BOX	4.000 EA				
1000	823.335 4 INCH GATE VALVE W/ SERVICE BOX	3.000 EA				
1010	824.32 REMOVE/RESET HYDRANT	2.000 EA				
1020	827.37 NATURAL GAS DISTRIBUTION	LUMP	LUMP			
1030	832.071 CONTRACTOR ALLOWANCE BUILDING PERMIT, FEES & INSPECT.	LUMP	LUMP		5000	.00
1040	832.071 CONTRACTOR ALLOWANCE CMP	LUMP	LUMP		4000	.00
1050	832.071 CONTRACTOR ALLOWANCE FAIRPOINT	LUMP	LUMP		500	.00
1060	832.071 CONTRACTOR ALLOWANCE PWD	LUMP	LUMP		500	.00
1070	832.071 CONTRACTOR ALLOWANCE UNITIL	LUMP	LUMP		500	.00

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CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1080	910.42 ELECTRICAL - PIER FACILITY SITE - ELECTRICAL	LUMP	LUMP			
	SECTION 0001 TOTAL					.

SECTION 0002 BID ALT. 1

1090	890.011 PIER 12 FT. SECTION ADDITION	1.000 EA				
	SECTION 0002 TOTAL					.

SECTION 0003 BID ALT. 2

1100	528.601 STRUCTURAL TIMBER DECKING ADDITIONAL	LUMP	LUMP			
	SECTION 0003 TOTAL					.

SECTION 0004 BID ALT. 3

1110	627.902 PAVEMENT MARKINGS IN CONTAINER STORAGE LOT	LUMP	LUMP			
1120	627.903 PAVEMENT MARKINGS ON EXISTING CONCRETE PIER	LUMP	LUMP			
	SECTION 0004 TOTAL					.

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CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
	SECTION 0005 BID ALT. 4					
1130	655.501 CATHODIC PROTECTION BY SACRIFICIAL ANODE	18.000 EA				
	SECTION 0005 TOTAL					.
	SECTION 0006 BID ALT. 5					
1140	841.50 RESET LARGE STEEL BOLLARD	LUMP	LUMP			
	SECTION 0006 TOTAL					.
	SECTION 0007 BID ALT. 6					
1150	810.4001 OFFICE BUILDING - EXTERIOR BUILDING SIGN	LUMP	LUMP			
	SECTION 0007 TOTAL					
	TOTAL BID					

Winton Scott Architects, PA
5 milk street portland, me 04101 t. 207.774.4811 www.wintonscott.com

June 30, 2011

Mr. Craig Morin PE
Project Manager
HNTB Corporation
340 County Road, Suite 6-C
Westbrook, ME 04092

RE: International Marine Terminal Improvements Project – RFI #11 Response

Dear Craig,

I have reviewed the attached letter from Custom Metal Roofs of Maine, Inc. and offer the following response.

The basis of design for the metal roofing was the Berridge Cee-Lock system which according to Manufacturer's installation literature (see attached) can be installed on roofs down to a 1:12 slope (2:12 recommended in snowy climates) provided that a double layer of felt is used under the panel and the optional vinyl weatherseal is used at the joints. This roof has pitches of 2:12 and 1 ¾:12. During development of the drawings, I consulted with Berridge to confirm that they would accept and warrantee the 1 ¾:12 slope for this product with a layer of Ice & Water shield membrane over the entire roof deck and they indicated that they would.

The other products listed in the spec. were intended to represent 'or equal' products to the Berridge Cee Lock panel to the extent that the manufacturers of these products will warrantee the system on the roof slopes Indicated in the drawings.

A double lock type metal roofing panel is an acceptable alternative again as long as the specific product meets the performance criteria of the spec.

Upon further review, it is now understood that a 20 year finish warrantee for a project in a marine environment may not be available in the industry. Roof panels provided for this project must strictly adhere to the finish requirements of the spec requiring galvanized metal coated with a Fluoropolymer finish. Bidders shall provide the best available finish warrantee that would apply to this project for the material submitted.

Regards,

Steve Weatherhead, Senior Associate
Winton Scott Architects, PA

A. BERRIDGE CEE–LOCK PANEL: IS AVAILABLE WITH A FIXED PAN WIDTH OF 16 1/2" WITH A SEAM HEIGHT OF 1 1/2". CEE–LOCK IS FACTORY FABRICATED AND/OR FIELD FABRICATED USING THE BERRIDGE CL–21 PORTABLE ROLL FORMER.

WHEN SPECIFYING COIL FOR FIELD–FORMED PANELS, ORDER 20 7/8" WIDE COIL TO FORM THE 16 1/2" COVERAGE PANEL WITH 1 1/2" HIGH LEG. PLEASE CONTACT BERRIDGE MANUFACTURING COMPANY FOR FURTHER INFORMATION REGARDING THE BERRIDGE CL–21 PORTABLE ROLL FORMER.

B. MINIMUM SLOPE: THE CEE–LOCK PANEL IS RECOMMENDED FOR ROOF SLOPES OF 1 ON 12 AND GREATER. IN HEAVY SNOW AREAS OR WHERE NUMEROUS FREEZE–THAW CYCLES ARE PREVALENT THROUGHOUT THE WINTER, A MINIMUM ROOF SLOPE OF 2 ON 12 IS RECOMMENDED.

A DOUBLE LAYER OF NUMBER THIRTY FELT UNDERLAYMENT OR EQUAL AND THE CEE–LOCK OPTIONAL VINYL WEATHERSEAL (US PATENT NO. 4,641,475) ARE RECOMMENDED FOR ALL APPLICATIONS WHERE THE ROOF SLOPE IS 3 ON 12 OR LESS.

C. MATERIAL STORAGE: CAUTION MUST BE EXERCISED IN STORAGE OF MATERIALS PRIOR TO INSTALLATION. KEEP ALL BERRIDGE PREFINISHED MATERIAL IN A DRY LOCATION WITH ADEQUATE VENTILATION AND OUT OF DIRECT SUNLIGHT.

EXPOSURE TO DIRECT SUNLIGHT AND/OR MOISTURE MAY CAUSE THE FACTORY APPLIED STRIPPABLE PLASTIC FILM TO ADHERE TO THE METAL PERMANENTLY AND DISCOLOR THE FINISH. IF THIS SHOULD OCCUR THE PAINT WARRANTY WILL BE VOID.

D. STRIPPABLE FILM: THE STRIPPABLE PLASTIC FILM WHICH IS APPLIED OVER MOST BERRIDGE PREFINISHED PRODUCTS, PANELS, FLASHINGS, COILS, AND FLAT SHEETS PROVIDES PROTECTION OF THE FINISH DURING FABRICATION AND TRANSIT. THIS FILM MUST BE REMOVED PRIOR TO INSTALLATION.

E. SOLID SHEATHING REQUIREMENTS: BERRIDGE MANUFACTURING COMPANY RECOMMENDS THE USE OF EITHER BERRIDGE 24 GA. CORRUGATED SHEATHING (NOMINAL 2 1/2" PITCH x 11/16" DEPTH) OR A MINIMUM OF 1/2" PLYWOOD SHEATHING TO PROVIDE SUFFICIENT HOLDING POWER FOR FASTENERS. CONTACT BERRIDGE MANUFACTURING'S ENGINEERING DEPARTMENT FOR USE OF ANY OTHER TYPE OF SOLID SHEATHING. (# 30 FELT UNDERLAYMENT OR EQUAL MUST BE USED OVER ANY SOLID SHEATHING).

DUE TO # 30 FELTS TENDENCY TO TEAR WHEN USED OVER CORRUGATED DECKING, BERRIDGE MANUFACTURING REQUIRES GRACE ICE AND WATERSHIELD OR EQUAL TO BE USED AS AN UNDERLAYMENT FOR ALL CORRUGATED DECKS.

NOTE: FOR PROJECTS REQUIRING UL 90 ASSEMBLY, REFER TO UL 90 DETAILS.

F. SHEATHING INSPECTION:

1. SHEATHING END JOINTS SHOULD BE STAGGERED.
2. ALL END JOINTS SHOULD MEET AT EITHER A JOIST OR RAFTER.
3. BLOCKING OR "H" CLIPS SHOULD BE USED IF JOISTS DO NOT REMAIN FLAT UNDER THE WEIGHT OF WORKMEN.
4. USE SHIMS TO KEEP ENTIRE SUBSTRATE EVEN. UNEVEN SUBSTRATE WILL RESULT IN "OIL–CANNING" IN PANELS. SUBSTRATE SHOULD BE LEVEL TO 1/4" IN 20'–0".

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

July 8, 2011
Subject: **Portland Marine Terminal**
Federal Project No: DTMA1G10006/TIGER
State PIN: 017820.00
Amendment No. 4

Dear Sir/Ms:

Make the following change to the Bid Document:

In the Bid Book (pages 6 thru 17) **REMOVE** the "SCHEDULE OF ITEMS" 12 pages dated 110707 (replaced in Amendment #3) and **REPLACE** with the attached new "SCHEDULE OF ITEMS" 12 pages dated 110708.

The following questions have been received:

Question: On Sheet A.A1, the Security Office has a type W1 and type W2 window. These windows are not shown on the window schedule or the door and frame schedule. Please clarify.

Response: Interior windows "W1" and "W2" are shown on the Ground Floor Plan on Sheet A.A1 and on interior elevations A/A.A12, 4/A.A13, and 1/A.A13 but they do not appear on the door and frame schedule on Sheet A.A9.

W1 is a fixed glass unit with hollow metal frame as shown in the attached sketch.

W2 is a hollow metal frame with sliding glass panels as shown in the attached sketch.

Question: Reference drawing A.A1 in room 107 "Entry" – there are several items shown on the walls (North and West), what is indicated? These items are also shown on the interior elevation 2-2 and 2b on Plan Sheet A.A12.

Response: The items shown on the interior elevations of entry 107 are a built-in bench and a built-in overhead with coat hooks. The bench is described in Detail 4 on Sheet A.A10 and the clear finished wood referenced in the notes refers to maple. A detail of the shelf was not provided. See attached sketch for shelf detail.

Question: The new chain link fence at the new port office, which bid item is that covered under?

Response: Pay Item 607.25, Remove and Reset Chain Link Fence.

Question: Plan Sheet C27 detail 1 – New Pavement Detail lists various thicknesses of HMA, Gravel Base Type A and Gravel Subbase Type D for the 3 different buildup sections. The schedule of items only has item 304.104 Aggregate Subbase Course Gravel (plan quantity). Is the gravel base incidental to item 304.104?

Response: The Gravel Base Type A is not incidental to 304.104. Gravel Base Type A was mistakenly omitted from the Schedule of Items, and is now included herein as Pay Item 304.09 at a quantity of 4,300 cy.

Question: Reference bid items 823.3235, 823.33 and 823.335. With 6 Tapping Sleeve & Gate Valves we do not find where the 4 – 6" Gate Valves and 2 of the 3 – 4"Gate Valves will be installed. Please clarify.

Response: The two relocated hydrants each receive a 6" gate valve. The 6" fire protection service receives a 6" gate valve at the Tee to the office building, and at the Tee to the Maintenance Building. The 4" domestic water service receives a 4" gate valve at the Tee to the office building; at the Tee to the Maintenance Building; and exiting the Maintenance Building toward the pier water service.

Consider this change and information prior to submitting your bid on July 13, 2011.

Sincerely,

Scott Bickford
Contracts & Specifications Engineer

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
	SECTION 0001 PROJECT ITEMS					
0010	201.23 REMOVING SINGLE TREE TOP ONLY	14.000 EA				
0020	202.01 REMOVING STRUCTURES AND OBSTRUCTIONS	LUMP	LUMP			
0030	202.078 REMOVING ASBESTOS CONTAINING MATERIAL	LUMP	LUMP			
0040	202.08 REMOVING BUILDING NO.: IMT BLD.	LUMP	LUMP			
0050	202.08 REMOVING BUILDING NO.: PORT OFFICE TRAILER	LUMP	LUMP			
0060	202.08 REMOVING BUILDING NO.: TRUCK INSPECTION TRAILER	LUMP	LUMP			
0070	202.08 REMOVING BUILDING NO.: US CUSTOMS BLD.	LUMP	LUMP			
0080	202.1221 REMOVE ABANDONED CONCRETE FOUNDATION FOUNDATION	LUMP	LUMP			
0090	202.1241 REMOVING CONCRETE SLAB MAINTENANCE BLD.	LUMP	LUMP			
0100	202.15 REMOVING MANHOLE OR CATCH BASIN	14.000 EA				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0110	202.203 PAVEMENT BUTT JOINTS	450.000 SY				
0120	202.2111 REMOVING, STORING, AND RESETTING OBJECTS	1.000 EA				
0130	202.4011 REMOVING EMBEDDED TIMBER PILE	5.000 EA				
0140	203.20 COMMON EXCAVATION	5450.000 CY				
0150	203.24 COMMON BORROW	50.000 CY				
0160	206.085 STRUCTURAL EARTH EXCAVATION - WATERFRONT	120.000 CY				
0170	304.09 AGGREGATE BASE COURSE - CRUSHED	4300.000 CY				
0180	304.104 AGGREGATE SUBBASE COURSE (PLAN QUANTITY)	8050.000 CY				
0190	403.207 HOT MIX ASPHALT 19.0 MM HMA	5450.000 T				
0200	403.208 HOT MIX ASPHALT 12.5 MM HMA SURFACE	3750.000 T				
0210	409.15 BITUMINOUS TACK COAT - APPLIED	1100.000 G				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0220	419.30 SAW CUTTING BITUMINOUS PAVEMENT	810.000 LF				
0230	501.231 DYNAMIC LOADING TEST	3.000 EA				
0240	501.70 STEEL PIPE PILES, DELIVERED 16" DIA	3816.000 LF				
0250	501.701 STEEL PIPE PILES, IN PLACE 16" DIA.	3708.000 LF				
0260	501.90 PILE TIPS	36.000 EA				
0270	501.91 PILE SPLICES	9.000 EA				
0280	501.92 PILE DRIVING EQUIPMENT MOBILIZATION	LUMP	LUMP			
0290	502.235 STRUCTURAL CONCRETE, PIER PILE CAP & EDGE BEAM	140.000 CY				
0300	502.411 STRUCTURAL CONCRETE, PIER DECK SLAB	145.000 CY				
0310	502.45 STRUCTURAL CONCRETE APPROACH SLABS PIER APPROACH	65.000 CY				
0320	502.491 STRUCTURAL CONCRETE, PIER CURB	5.000 CY				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0330	502.601 STRUCTURAL CONCRETE, TRANSFORMER FOUNDATION	LUMP	LUMP			
0340	502.602 STRUCTURAL CONCRETE, GENERATOR SLAB	LUMP	LUMP			
0350	502.603 STRUCTURAL CONCRETE, CONDENSER PAD	LUMP	LUMP			
0360	502.604 STRUCTURAL CONCRETE, MAINTENANCE BLD. SLAB	LUMP	LUMP			
0370	503.14 EPOXY-COATED REINFORCING STEEL, FABRICATED AND DELIVERED	72000.000 LB				
0380	503.15 EPOXY-COATED REINFORCING STEEL, PLACING	72000.000 LB				
0390	504.810 STRUCTURAL STEEL ERECTION FOR MODIFICATIONS	LUMP	LUMP			
0400	504.8210 STEEL REEFER UNIT FRAMES & INSTALLATION	LUMP	LUMP			
0410	506.9106 FUSION BONDED EPOXY COATING	LUMP	LUMP			
0420	514.06 CURING BOX FOR CONCRETE CYLINDERS	1.000 EA				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0430	515.20 PROTECTIVE COATING FOR CONCRETE SURFACES	780.000 SY				
0440	520.240 EXPANSION DEVICE - PIER COMPRESSION SEAL	50.000 LF				
0450	526.301 TEMPORARY CONCRETE BARRIER TYPE I	LUMP	LUMP			
0460	528.08 STRUCTURAL TIMBER	LUMP	LUMP			
0470	535.631 PRESTRESSED STRUCTURAL CONCRETE DECK PLANKS	LUMP	LUMP			
0480	603.157 12 INCH PVC PIPE	935.000 LF				
0490	603.167 15 INCH POLYVINYLCHLORIDE (PVC) PIPE	285.000 LF				
0500	604.097 72 INCH CATCH BASIN TYPE B1-C	1.000 EA				
0510	604.11 CATCH BASIN TYPE C1	20.000 EA				
0520	604.15 MANHOLE	2.000 EA				
0530	604.154 72 INCH MANHOLE	1.000 EA				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0540	604.16 ALTERING CATCH BASIN TO MANHOLES	2.000 EA				
0550	604.161 ALTERING CATCH BASIN	6.000 EA				
0560	604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	8.000 EA				
0570	604.247 CATCH BASIN TYPE F5-C	1.000 EA				
0580	607.1601 TEMPORARY CHAIN LINK FENCE - 4'	400.000 LF				
0590	607.1701 TEMPORARY CHAIN LINK FENCE - 6' MOVEABLE	1680.000 LF				
0600	607.2301 TEMPORARY CHAIN LINK GATE	1.000 EA				
0610	607.25 REMOVE AND RESET CHAIN LINK FENCE	870.000 LF				
0620	607.2501 REMOVE CHAIN LINK FENCE	110.000 LF				
0630	607.490 CHAIN LINK GATE - 16 FT. SWING	1.000 EA				
0640	607.4911 MOTORIZED SLIDE GATE - 24 FT.	1.000 EA				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0650	607.4921 REMOVE GATE & MOTORS	4.000 EA				
0660	607.493 REMOVE & RESET MOTORIZED SLIDING GATE - 14 FT.	1.000 EA				
0670	607.501 SPECIAL REMOVABLE GATE POST	LUMP	LUMP			
0680	607.502 SPECIAL SECURITY GATE POST	LUMP	LUMP			
0690	608.081 REINFORCED CONCRETE DRIVEWAYS WALKWAYS	110.000 SY				
0700	609.11 VERTICAL CURB TYPE 1	140.000 LF				
0710	609.12 VERTICAL CURB TYPE 1 - CIRCULAR	105.000 LF				
0720	609.234 TERMINAL CURB TYPE 1 - 4 FOOT	2.000 EA				
0730	609.237 TERMINAL CURB TYPE 1 - 7 FOOT	1.000 EA				
0740	609.2371 TERMINAL CURB TYPE 1- 7 FT - CIRCULAR	2.000 EA				
0750	609.30 PRECAST CONCRETE CURB FOR PIERS	50.000 LF				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0760	609.31 CURB TYPE 3	130.000 LF				
0770	615.07 LOAM	80.000 CY				
0780	618.1301 SEEDING METHOD NUMBER 1 - PLAN QUANTITY	6.000 UN				
0790	619.1201 MULCH - PLAN QUANTITY	6.000 UN				
0800	621.126 SMALL DECIDUOUS TREES (6 FOOT - 8 FOOT) GROUP A	2.000 EA				
0810	621.5352 DECIDUOUS SHRUBS (18 INCH - 24 INCH) GROUP A	10.000 EA				
0820	621.80 ESTABLISHMENT PERIOD	LUMP	LUMP			
0830	621.901 LANDSCAPE BORDER & FOUNDATION FOR OFFICE BLD. EXTERIOR SIGN	LUMP	LUMP			
0840	621.951 BIKE RACK	LUMP	LUMP			
0850	627.901 PAVEMENT MARKINGS IN OFFICE PARKING LOT & DRIVEWAYS	LUMP	LUMP			
0860	639.18 FIELD OFFICE TYPE A	1.000 EA				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0870	652.35 CONSTRUCTION SIGNS	150.000 SF				
0880	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP	LUMP			
0890	659.10 MOBILIZATION	LUMP	LUMP			
0900	801.15 6 INCH PVC SANITARY SEWER (SCHEDULE 40)	535.000 LF				
0910	803.173 SEWER MANHOLE - 4 FOOT DIAMETER	3.000 EA				
0920	810.4002 OFFICE BUILDING - VISITOR ENTRANCE SIGN	LUMP	LUMP			
0930	810.4003 OFFICE BUILDING - STOP SIGN	LUMP	LUMP			
0940	815.00 BUILDING ARCHITECTURAL	LUMP	LUMP			
0950	815.00 BUILDING ELECTRICAL	LUMP	LUMP			
0960	815.00 BUILDING MECHANICAL	LUMP	LUMP			
0970	815.00 BUILDING STRUCTURAL	LUMP	LUMP			

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0980	822.320 6" PVC WATERMAIN	240.000 LF				
0990	822.3212 4" PVC WATERMAIN	330.000 LF				
1000	823.3253 TAPPING SLEEVE & GATE VALVE WITH BOX	6.000 EA				
1010	823.33 6 INCH GATE VALVE WITH BOX	4.000 EA				
1020	823.335 4 INCH GATE VALVE W/ SERVICE BOX	3.000 EA				
1030	824.32 REMOVE/RESET HYDRANT	2.000 EA				
1040	827.37 NATURAL GAS DISTRIBUTION	LUMP	LUMP			
1050	832.071 CONTRACTOR ALLOWANCE BUILDING PERMIT, FEES & INSPECT.	LUMP	LUMP		5000	.00
1060	832.071 CONTRACTOR ALLOWANCE CMP	LUMP	LUMP		4000	.00
1070	832.071 CONTRACTOR ALLOWANCE FAIRPOINT	LUMP	LUMP		500	.00
1080	832.071 CONTRACTOR ALLOWANCE PWD	LUMP	LUMP		500	.00

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR :_____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1090	832.071 CONTRACTOR ALLOWANCE UNITIL	LUMP	LUMP		500	.00
1100	910.42 ELECTRICAL - PIER FACILITY SITE - ELECTRICAL	LUMP	LUMP			
	SECTION 0001 TOTAL					.

SECTION 0002 BID ALT. 1

1110	890.011 PIER 12 FT. SECTION ADDITION	1.000 EA				
	SECTION 0002 TOTAL					.

SECTION 0003 BID ALT. 2

1120	528.601 STRUCTURAL TIMBER DECKING ADDITIONAL	LUMP	LUMP			
	SECTION 0003 TOTAL					.

SECTION 0004 BID ALT. 3

1130	627.902 PAVEMENT MARKINGS IN CONTAINER STORAGE LOT	LUMP	LUMP			

SCHEDULE OF ITEMS

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
1140	627.903 PAVEMENT MARKINGS ON EXISTING CONCRETE PIER	LUMP	LUMP			
	SECTION 0004 TOTAL					

SECTION 0005 BID ALT. 4

1150	655.501 CATHODIC PROTECTION BY SACRIFICIAL ANODE	18.000 EA				
	SECTION 0005 TOTAL					

SECTION 0006 BID ALT. 5

1160	841.50 RESET LARGE STEEL BOLLARD	LUMP	LUMP			
	SECTION 0006 TOTAL					

SECTION 0007 BID ALT. 6

1170	810.4001 OFFICE BUILDING - EXTERIOR BUILDING SIGN	LUMP	LUMP			
	SECTION 0007 TOTAL					
	TOTAL BID					

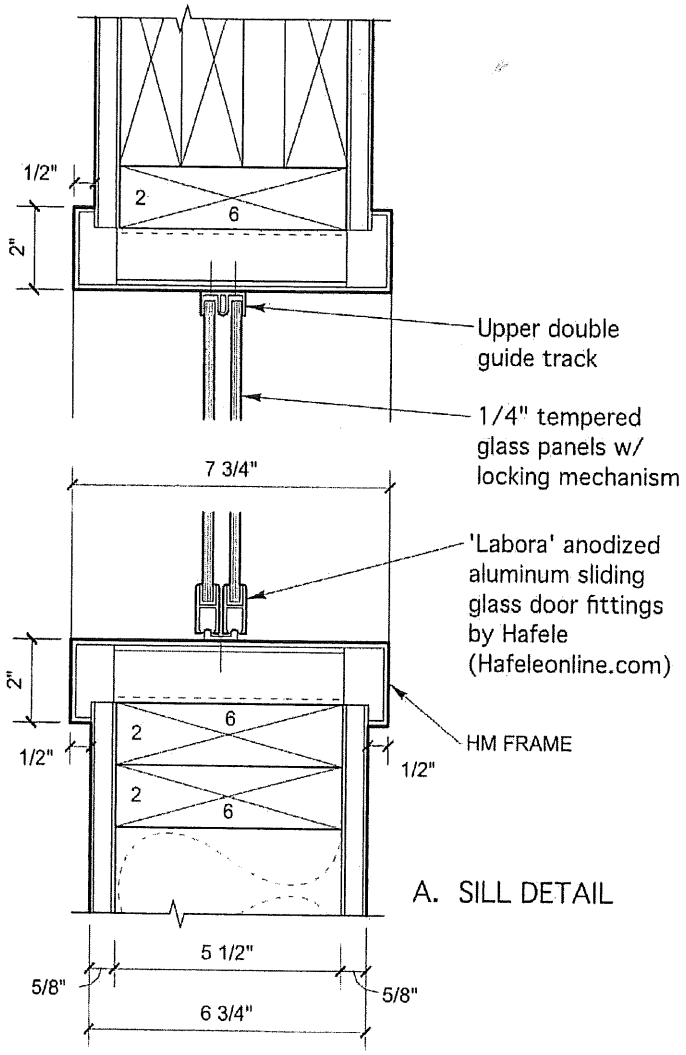
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

340 County Road, Suite 6-C
Westbrook, ME 04092

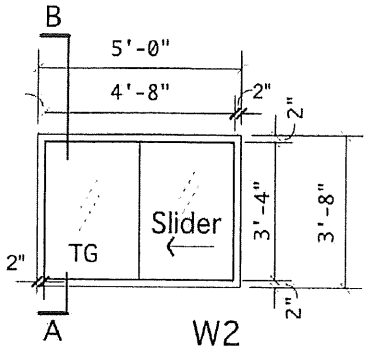
Telephone (207) 774-5155
Facsimile (207) 228-0909
www.hntb.com

June 29, 2011

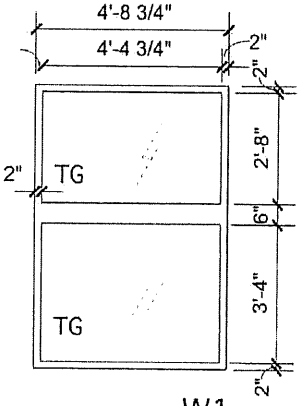
HNTB



A. SILL DETAIL



W2



W1

INTERIOR WINDOWS

1/4" = 1'-0"

HNTB Corporation
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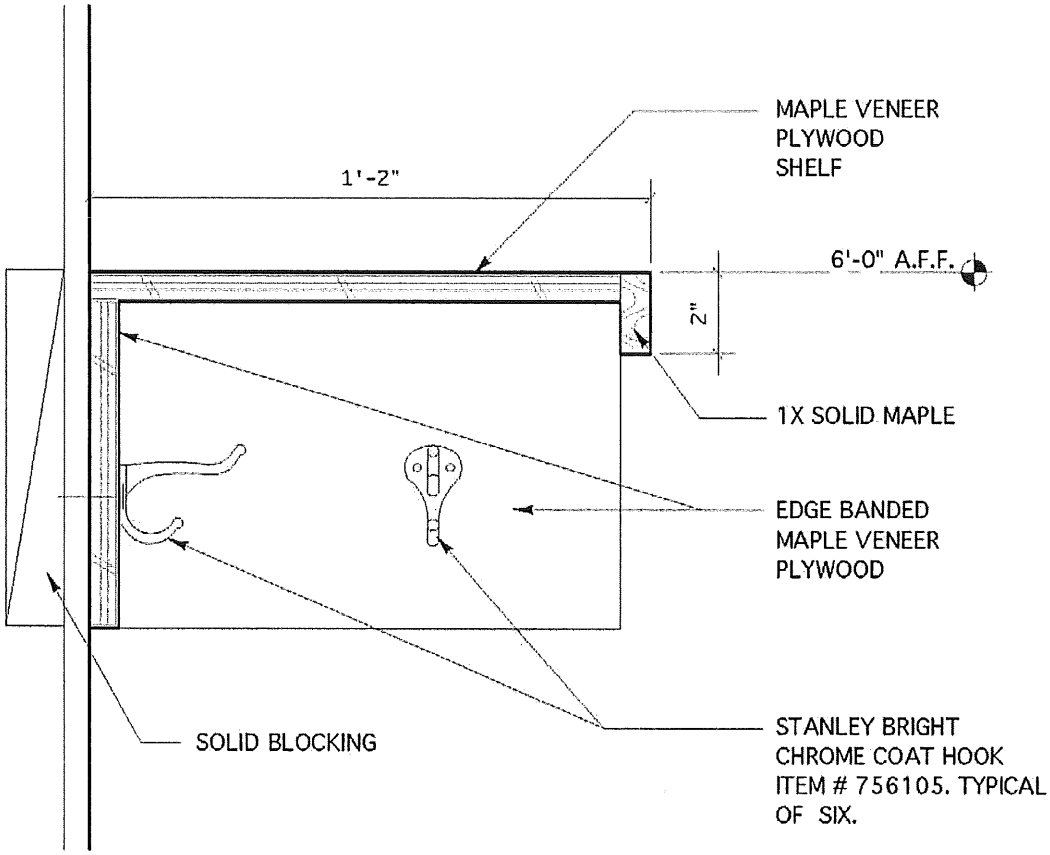


SHELF AND HOOK DETAIL AT ENTRY 107

3" = 1'-0"

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

July 12, 2011
Subject: **Portland Marine Terminal**
Federal Project No: DTMA1G10006/TIGER
State PIN: 017820.00
Amendment No. 5

Dear Sir/Ms:

The following questions have been received:

Question: Heavy Wage Rates include:

Laborer	
Concrete Worker	$16.62 + $14.35
Demolition	$16.87 + $14.35
Laborer General	$13.56 + $1.99

The first labor rate is from the Heavy Wage rates and should not apply to heavy work. If that laborer wage rate remains in Heavy, and our workers will have to be paid at that rate, it is the highest on the job. We can't pay skilled workers less than a laborer.

Response: The Contract contains three Davis-Bacon wage determinations. The Highway determination will apply when the Contractor is performing Roadway and Site work. The Heavy determination will apply when the Contractor is performing work related to the pier. The Building determination will apply when the Contractor is performing work related on the building.

By rule, a determination needs to be included when the work covered by the determination accounts for 20% or more of the contract. After checking this criterion, all three determinations have to be included.

The laborer rates mentioned in the Heavy determination are based on results of labor surveys that the U.S. Department of Labor conducts annually. Greater then 50% of the responses for the classifications in question had these higher rates and were determined to be "prevailing" for the classification and area. Please review the wage determination for details of the Appeals Process with the U.S. Department of Labor.

Question: There are no specifications for site signage included in the bid documents. Can the Department provide specifications for site signage?

Response: The "STOP" sign will be a standard 24"x24" octagonal stop sign mounted on a 2" diameter galvanized steel post set in a 36" deep x 18" diameter concrete-filled hole. The bottom of the sign shall be 6 ft from grade and the center of the sign shall be 4 ft

from the edge of the entranceway. The "Visitor Entrance" sign shall be a double faced galvanized steel sign mounted on a 2" diameter galvanized steel post set in a 36" deep x 18" diameter concrete-filled hole. The bottom of the sign shall be 3 ft from grade and the center of the sign shall align with the office sign. All permanent site signs shall conform to MaineDOT Standard Specifications, Section 719.

Question: Is there additional information available regarding the project Office Sign? Specifically the Rock Topping and Mortared Stone Wall.

Response: The rock topping shall be a 2" thick x 15" wide bluestone cap set on a mortared wall of custom-colored, architectural split-faced, 8" concrete masonry units. Foundation walls shall be installed beneath the masonry units for a depth of 4 ft.

Question: Is a detail for the pavement overlay section on the East side of the construction area available? How will the pavement in the overlay section be tied into existing pavement?

Response: The "East Side of the construction area", or area within the limits of pavement resurfacing, will have a variable depth HMA surface course applied (see plan set for existing and proposed grades). A pavement butt joint (see detail #6 on sheet C27) should be utilized at all intersections of new and existing pavement. Areas which are only slated for resurfacing shall be milled in order to achieve the nominal 2" depth of new HMA surface course.

Question: There is a total thickness for pavement sections but no breakdown of pavement thickness and type. Can the Department provide a detail for the new pavement sections?

Response: See Tables 1, 2, and 3 in Section 32 12 16, Flexible Asphalt Paving, in the Specifications for the breakdown of pavement thickness and type.

Question: On the pavement patch areas, what pavement detail should be used?

Response: A butt joint pavement patch (Detail #6, Sheet C27) should be used in all areas where the structural pavement build up is not specified. Pavement depth for any areas where the pavement build up is not specified (utility trench patching, for example) should be repaired to match the existing build-up. See boring logs for existing thicknesses of pavement.

Question: Reference Section 49 10 10 – Miscellaneous Construction Elements. Section 849.10101 Description states "Miscellaneous Construction shall include allowances for

cost of Central Maine Power, Unitil, Portland Water District (PWD), and Fairpoint to provide utility connections and other miscellaneous work throughout the facility." With respect to Unitil, is the allowance going to cover the cost for Unitil to install the gas line, meters etc.? Additionally, will item 827.37 Natural Gas Distribution only include excavation, backfill and any necessary coring of foundations?

Response: The allowance for Unitil will cover the cost for Unitil to install the new gas line along the concrete cut-off wall and the meter at the Maintenance Building. Item 827.37, Natural Gas Distribution, is a Contractor lump sum pay item which includes: excavation, backfill, and coring of foundations for the Unitil-installed gas line up to the Maintenance building; and installation of gas line beyond the meter so as to reconnect the service within the Maintenance Building.

Question: What type of controls are going to be used to open and shut the 24' Tymetal Gaye? Land Reader, Key Pad or Other?

Response: Card reader.

Question: How are bidders being paid for the Type A Base Gravel under the paved areas?

Response: The Gravel Base Type A was mistakenly omitted from the Schedule of Items, and is now included herein as Pay Item 304.09 at a quantity of 4,300 cy.

Question: The roof finish schedule does not identify which rooms carpet #1 or 2 will be used in. Please advise.

Response: The rooms listed in the finish schedule as receiving "Carpet" will get Carpet #1. Rooms listed in the finish schedule to receive "Entry Carpet" will get Carpet #2.

Question: Could you clarify the location of the terminal curb? Dwg S-2 indicates a termination curb on the existing ramp, but there is no detail.

Response: The Termination Curb Detail, Parallel to Pile Cap shown on Dwg S4 is for the edge of the new pier deck at Bent 11, not Bent 20. This Termination Curb is pay item 609.30, Precast Concrete Curb for Pier. The concrete C.I.P. curb shown on Dwg S2 at Bent 20 will be placed atop the existing concrete ramp along its free edge; will be 12" high by 12" wide; and is considered part of the Structural Concrete, Pier Curb pay item, 502.491. The detail for this curb is similar to the Curb Detail Between Bents 13-16 shown on Dwg S4.

INTERNATION MARINE TERMINAL IMPROVEMENTS PROJECT
2006 NFPA CODE SUMMARY
9.8.11

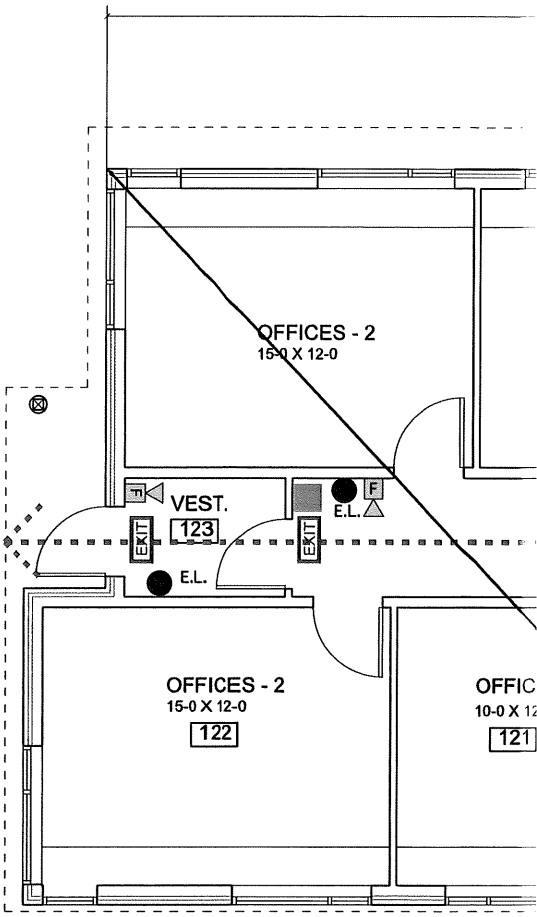
Background Information:

Project Architect:	Stephen Weatherhead, Winton Scott Architects 774-4811 ext. 3
Project Description:	As part of improvements to the International Marine Terminal to enhance marine freight processing operations, a new 1 story office building is proposed to house administrative staff for the terminal. The building includes office space, meeting space, bathrooms, kitchenette and support spaces.
Square Footage:	First Floor: 3,320 S.F.
Business Description:	Office /Business Use
Occupancy Classification:	Business Use (B) Offices
Sprinkler & Fire Alarm:	Building will be equipped with an approved automatic, supervised sprinkler system per NFPA 13 and fire alarm system.
Construction Type:	Type V (200)– Non combustible construction for exterior walls and all interior construction consisting of any material permitted by code.
Occupancy Loads:	Business Use @ 100 s.f./person: **Floor 1: = 33.2 rounded up to 34 people** **TOTAL: = 34 People total.**

Applicable Primary Requirements:

1. General Egress Components / Ratings

Egress Capacity Factors:	*Stairs .3"/person for stairways; .2"/person for level components and ramps (Table 7.3.3.1) Minimum clear width of new stairs is 44" for occupant load <2,000 (Table 7.2.2.2.1.2(B)).* **Requirement Met. Building has no stairs.** **Requirement Met. All doors are 36" width yielding a 34" clear opening. 34"/.2" = 170 people. Four ground level exit doors are provided = (4) 36" wide doors: 34"/.2" = 170 people x 4 = 680 people.**
Travel Distance Limits:	*Common Path Limit: 100' (sprinklered-Table A.7.6)* *Dead-end Corridor: 50' (sprinklered--Table A.7.6))* *Travel Distance: 300' (sprinklered--Table A.7.6))* **Requirements Met – See drawings**
Remoteness of Exits:	*(7.5.1.3.2) Where two exits or exit access doors are required, they shall be located at a distance from one another not less than one half the length of the maximum overall diagonal dimension of the building or area served, measured in a straight line between the nearest edge of the exit doors or exit access doors.....* *(7.5.1.3.3) In buildings protected throughout by an approved supervised sprinkler system... the minimum distance is reduced to 1/3 the maximum overall diagonal dimension.* **Requirement Met – Max. diagonal distance = 33'. There are four exits included in the plan the distances between the three major exits are 63' and 50'-9". See drawings.**
Required Fire Resistance Rating:	*(38.3.6.1) Exit access corridors require a fire resistance rating of 1 hour. Exception: (A.38.3.6.1(3)) No rating is required in buildings protected throughout by an approved supervised automatic sprinkler system.* **Requirement Met.**
Occupancy Separation:	*Not Applicable*
Accessory Assembly Uses:	*(A6.1.14.1.3)- Where incidental to another occupancy, areas used as follows shall be permitted to be considered part of the predominant occupancy and shall be subject to the provisions of the code that apply to the predominant occupancy. (A.6.1.14.1.3(2) Assembly use with fewer than 50 persons within a business occupancy.* There is one large meeting room provided that is 438 S.F. yielding an occupancy of 30 people (based on assembly occupancy load of 15 S.F. per person) which is less than 50 people therefore it meets the Accessory Assembly Area definition and does not require a Use Group separation. **Requirement Met.**
Exit Access Doorways:	*(38.2.4.2) A single exit shall be permitted for a room or area with a total occupant load of fewer than 100 persons.* **Requirement Met.** *(7.5.1.3.3) In buildings protected throughout by an approved supervised automatic sprinkler system, the minimum separation distance between two exits or exit access doors shall be not less than one –third the length of the maximum overall diagonal dimension of the building area to be served.* **Requirement Met. See Remoteness of exits above** *(7.2.1.4.2) Doors required to be of the side hinged or pivoted swing type shall swing in the direction of egress travel where serving a room or area with an occupant load of 50 or more...* **Requirement Met. No rooms or areas have an occupant load capacity of over 50 people.**



MAXIMUM DIAGONAL DISTANCE OF BUILDING EQUALS 98'. DIVIDED BY 3 = 32.66' OR 33'. 33'= MINIMUM SEPARATION OF EXITS.

LEGEND

- DEAD END CORRIDOR (50' MAX ALLOV
- DISTANCE TO EXIT FROM MOST REMOTI
- PRIMARY EXIT PATH
- FIRE EXTINGUISHER LOCATION (REQUIR
- EXIT — EXIT SIGN
- E.L. — EMERGENCY LIGHT
- F — FIRE ALARM/STROBE

FIRE SAFETY PLAN

Scale: 1/4"=1'-0"

Question: Dwg S-2 indicated Temporary Debris Boom and Turbidity Curtin only around new construction, shouldn't this be around all pier demolition?

Response: Yes. The temporary debris boom and turbidity curtain should encompass not only the new construction but also the building demolition areas over the water. The boom and curtain shall extend from Bent 2 to Bent 21.

Question: Could you provide a detail of the bike rack, we cannot seem to get one from the City of Portland?

Response: The bike rack shall be a galvanized steel rack of at least 1-1/2" diameter tubular steel and capable of holding a minimum of two bikes. Bike rack shall be concrete-anchored to the walkway near the office building entrance as shown on the plans. See pages 68 to 74 of the following link for acceptable bike racks: www.ci.portland.me.us/planning/sections/section1.pdf

Consider this information prior to submitting your bid on July 13, 2011.

Sincerely,

FOR

Scott Bickford
Contracts & Specifications Engineer

Question: Ceiling Type C2 on A.A14 does not indicate any GWB in that system. If you look at the section through Conference Room 117 1&2 on A.A5 there seems to be GWB above the wood ceiling. Please clarify.

Response: There is no GWB required as part of the C2 ceiling assembly.

Question: Cannot find detail on 502.604 – Structural Concrete, Maintenance Building Slab.

Response: On Sheet C18, within the Existing Maintenance Building, please note the area identified by Note 3. The Structural Concrete Maintenance Building Slab is the floor slab at the corner of the building which will be removed and replaced as part of the utility reconnection work. This area is approximately 20 ft by 20 ft with a 6-inch thick reinforced concrete slab.

Question: Is the 4' fence on top of the Jersey Barrier paid under 607.1601 or 526.301?

Response: The 4-ft fence on top of the jersey barrier shall be paid under 607.1601. Please strike the first paragraph of Section 32 31 00, Section 607.07, Basis of Payment.

Question: Is Bid Alt #1, Item 890.011 to include the pile as a lump sum? Anodes?

Response: Bid Alternate No. 1, Item 890.011, includes the piles as a lump sum. The anodes are not included in Bid Alternate No. 1.

Question: Does the base bid demo include removal of timber pier, concrete slab, seawall for bays 11 – 19 or is that demo part of 890.011 Alternate #1?

Response: Base bid demolition also includes demolition of Bays 11-19 beneath the building.

Question: Exterior "Z" furring on new building shows at 48" on center, and 24" on center in different details. Is the 24" center to center correct?

Response: The details indicating 24" on center spacing for "Z" furring are correct. The 48" on center note is incorrect and does not apply. Please see the above change.

Question: The section 074213 2.04 B1 calls for a Berridge FW-12 profile which is a flush profile for wall & soffit panels but the plans on details such as 1, 3, 4, & 5 on A.A6 call for an HR-16 which is corrugated for wall panels and the Vee Panel for the soffit. Please clarify.

Response: The details are correct. The siding is to be Berridge HR-16 panels or approved equal. The soffit panels are to be Berridge Vee-Panel or approved equal.

Question: Who is responsible for shifting the temporary chain link fence during the phases of work?

Response: Payment is under Pay Item: 607.1701. The Pay Item includes the original supply of the chain link fence, as well as any subsequent movements of the chain link necessary during construction. Shifting of the chain link fence shall be considered incidental to the pay item.

Question: How is the shifting of the chain link fence paid for?

Response: Payment is under Pay Item: 607.1701. The Pay Item includes the original supply of the chain link fence, as well as any subsequent movements of the chain link necessary during construction. Shifting of the chain link fence shall be considered incidental to the pay item.

Consider this change and information prior to submitting your bid on July 13, 2011.

Sincerely,

for Scott Bickford
Contracts & Specifications Engineer

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

July 7, 2011
Subject: **Portland Marine Terminal**
Federal Project No: DTMA1G10006/TIGER
State PIN: 017820.00
Amendment No. 3

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book (pages 6 thru 17) **REMOVE** the "SCHEDULE OF ITEMS" 12 pages dated 110610 and **REPLACE** with the attached new "SCHEDULE OF ITEMS" 12 pages dated 110707.

In the Bid Book (page 254) Specification Section 07 41 13, article "2.03 UNDERLAYMENT MATERIALS", **CHANGE** the specified underlayment under "1. Available Products:" from "Grace Ice and Water Shield." To read "**"Grace Ultra" high temperature resistant roofing underlayment for use under metal roofs or approved equal.**" Make this change in pen and ink.

CLARIFICATIONS:

1. Item 202.2111, Removing, Storing, and Resetting Objects, no longer includes removing, storing, and resetting the large steel anchor. The anchor has been permanently removed from the site and is no longer included in this Pay Item.

2. Item 202.01, Removing Obstructions, no longer includes removal of 18 concrete planter boxes, but rather, only one concrete planter box remains on site and shall be removed as part of this Pay Item.

The following questions have been received:

Question: The panels you are calling for in the specs are all snap lock panels which require a minimum pitch of 3:12 which you do not have on this project. The appropriate panel for this application would be the 1 ½" High 16" wide, Double Lock system. This system is mechanically seamed and can be installed down to a 1:12 pitch. This system can also be rolled on site, so that the panel will be one continuous length from cave to ridge which will eliminate any horizontal seams.

Response: Please see attachment #1 (2 pages).

Question: Warranty 1.10 line item 3. There is no paint company out there that will issue a warranty under those conditions.

Response: Please see attachment #1 (2 pages).

Question: Section 07 42 13 2.03 calls for #15 felt underlayment but the wall assembly W1 on A.A5 lists no such underlayment. Is it required? If so, where is it to be installed?

Response: The wall assembly description "W1" on sheet A.A5 is correct. The #15 felt underlayment listed in Spec section 07 42 13, article 2.03 is not required.

Question: Section 07 42 13 2.04 B1 calls for a Berridge FW-12 profile which is a flush profile for wall & soffit panels but the plans on details such as 1, 3, 4, & 5 on A.A6 call for an HR-16 which is corrugated for wall panels and the Vee panel for the soffit. Please clarify which profiles are required.

Response: This question was addressed in RFI #09, and is repeated here: The details are correct. The siding is to be Berridge HR-16 panels or approved equal. The soffit panels are to be Berridge Vee-Panel or approved equal.

Question: Metal siding and walls are galvanized metal finish. Manufacturer will not provide warranty in ocean environment. Please advise as we will not be able to meet this specification requirement.

Response: The metal wall and roof panels are specified to be 24 Ga galvanized coil stock with a factory applied fluoropolymer finish. Upon further review, it is now understood that a 20 year finish warrantee for a project in a marine environment may not be available in the industry. Roof panels provided for this project must strictly adhere to the finish requirements of the spec requiring galvanized metal coated with a fluoropolymer finish. Bidders shall provide the best available finish warrantee that would apply to this project for the material submitted.

Question: Section 07 41 13 2.03 does not call out for high temperature ice and water shield under the metal roofing. Please advise.

Response: Specification Section 07 41 13, article 2.03 Underlayment Materials, the specified underlayment is revised to be "Grace Ultra" high temperature resistant roofing underlayment for use under metal roofs by W.R. Grace & Co. or approved equal.

Question: Regarding the building concrete, there are three "Entry Slabs" detailed as 3/A.54. Do these small entry slabs require the calcium nitrate corrosion inhibitor to be added to the concrete? Reference Specification 03 30 00 Cast In Place Concrete, page 19 – paregraph2.05 C 3f

Response: Entry slabs to the office building do not require calcium nitrate corrosion inhibitor.

Question: Sheet C5 Note 2 states we need to coordinate the CCTV work with Galaxy Integrated Technologies. Am I correct in assuming the contractor does not carry the cost for the relocations?

Response: Correct. The Contractor shall not carry the cost for relocating the CCTV work. This work will be performed by Galaxy Integrated Technologies under separate contract. It is, however, the Contractor's responsibility to coordinate and schedule the relocation of said components with Galaxy Integrated throughout the project.

Consider these changes and information prior to submitting your bid on July 13, 2011.

Sincerely,

Scott Bickford
Contracts & Specifications Engineer

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
	SECTION 0001 PROJECT ITEMS (BASIS OF AWARD)					
0010	201.23 REMOVING SINGLE TREE TOP ONLY	14.000 EA				
0020	202.01 REMOVING STRUCTURES AND OBSTRUCTIONS	LUMP	LUMP			
0030	202.078 REMOVING ASBESTOS CONTAINING MATERIAL	LUMP	LUMP			
0040	202.08 REMOVING BUILDING NO.: IMT BLD.	LUMP	LUMP			
0050	202.08 REMOVING BUILDING NO.: PORT OFFICE TRAILER	LUMP	LUMP			
0060	202.08 REMOVING BUILDING NO.: TRUCK INSPECTION TRAILER	LUMP	LUMP			
0070	202.08 REMOVING BUILDING NO.: US CUSTOMS BLD.	LUMP	LUMP			
0080	202.1221 REMOVE ABANDONED CONCRETE FOUNDATION FOUNDATION	LUMP	LUMP			
0090	202.1241 REMOVING CONCRETE SLAB MAINTENANCE BLD.	LUMP	LUMP			
0100	202.15 REMOVING MANHOLE OR CATCH BASIN	14.000 EA				

CONTRACT ID: 017820.00 PROJECT(S): DTMA1G10006 / TIGER+S

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0110	202.203 PAVEMENT BUTT JOINTS	450.000 SY				
0120	202.2111 REMOVING, STORING, AND RESETTING OBJECTS	1.000 EA				
0130	202.4011 REMOVING EMBEDDED TIMBER PILE	5.000 EA				
0140	203.20 COMMON EXCAVATION	5450.000 CY				
0150	203.24 COMMON BORROW	50.000 CY				
0160	206.085 STRUCTURAL EARTH EXCAVATION - WATERFRONT	120.000 CY				
0170	304.104 AGGREGATE SUBBASE COURSE (PLAN QUANTITY)	8050.000 CY				
0180	403.207 HOT MIX ASPHALT 19.0 MM HMA	5450.000 T				
0190	403.208 HOT MIX ASPHALT 12.5 MM HMA SURFACE	3750.000 T				
0200	409.15 BITUMINOUS TACK COAT - APPLIED	1100.000 G				
0210	419.30 SAW CUTTING BITUMINOUS PAVEMENT	810.000 LF				

Maine Port Authority
International Marine Terminal
FIRE SAFETY PLAN

Fire Safety Program

As part of the overall objective to ensure that adequate fire and life safety protection are provided at the Portland International Marine Terminal (IMT), a Fire Safety Program has been implemented. This Fire Safety Plan outlines not only the fire protection and life safety systems that are installed throughout the IMT, but also provides specific operational requirements that are designed to minimize any potential fire risks to personnel or property, resulting from flammable or combustible materials that are being used, handled, and/or stored at the IMT site. In general, the IMT Fire Safety Program consists of:

- Installed fire protection and life safety systems that are distributed throughout the IMT site to support both early notification of a fire emergency and provide ready access to firefighting water,
- Operational and administrative procedures that provide guidance for ensuring that day-to-day operations at the IMT are conducted in a fire-safe manner, and
- The assignment of personnel responsible for the oversight of the fire safety measures implemented at the IMT.

All three facets of the program must be maintained and administered on a day-to-day basis to ensure that operations within the IMT are conducted in the most fire safe manner possible and that if a fire emergency does occur, that emergency responders have ready access to all portions of the site, including the installed fire protection systems.

Fire Protection Systems

The fire protection systems installed at the Portland IMT consist of both a fire alarm/notification system and a fire water supply system to support manual firefighting operations. The fire alarm/notification system consists of three (3) manual fire alarm pull stations that are installed at locations throughout the IMT site. These pull stations provide a means for rapid notification of emergency responders to a fire emergency at the site. The general locations of these pull stations is included on Attachment 1. These pull stations are to be connected to the main fire alarm control panel (FACP) for the main Terminal Building. Upon activation, these will alert the Fire Department via the wireless Master Box system that is connected to the FACP.

The fire water supply system available at the IMT consists of a series of eight (8) fire hydrants that are connected to the municipal water distribution system. Two of these hydrants are located adjacent to Commercial Street, on the opposite side of the street from the IMT, with the remaining six hydrants being installed throughout the site. The location of the hydrants is intended to maximize the ease of access to firefighting water from all points within the IMT site. Equally, the specified clear space that is to be maintained between all container storage areas has designed to facilitate the ease of movement and operation of firefighting vehicles within the IMT. Both the locations of the fire hydrants and all container storage areas are provided on Attachment 1.

Maine Port Authority
International Marine Terminal
FIRE SAFETY PLAN

An associated aspect of providing adequate site fire protection capabilities is the need to ensure that the responding Fire Department will have ready access to the site itself. The IMT is a "secure" site, with access provided by two automatic-opening gates. Each gate is operated by use of a key card. To ensure that the Fire Department will have ready access to the site, including during non-working hours when the site is unmanned, a "knox" box will be located adjacent to each gate; with each containing the necessary key card that will open the respective gate.

Control of Flammable/Combustible Materials

Inherent in the site Fire Protection Plan is a requirement to control the locations of both potential ignition sources and all flammable and combustible materials; with the emphasis being to maintain separation between the two.

Areas within the IMT site where the potential exists for open flame or other ignition sources to be present are specifically designated. These areas include both the Maintenance Shop and smoking areas. No flammable or combustible materials are to be stored within 100 feet of the "shop" area associated with the Maintenance Building. Any storage areas within this distance must be designated for non-flammable/combustible materials only, including any bulk containers that may contain flammable or combustible materials. Smoking areas may be designated at locations throughout the IMT site, but these may be no closer than 50 feet from any areas where flammable/combustible materials are used, handled, or stored. All areas designated as either flammable/combustible storage "exclusion" areas or smoking areas must be clearly marked.

The IMT is certified for the handling of bulk containers of ethanol; a flammable liquid. Due to the specific hazards associated with the (temporary) storage of large quantities of flammable liquids, a specific are of the IMT storage yard has been designated for the storage of the bulk ethanol containers. To alleviate the potential for errors, the size of the designated flammable liquid storage area is sufficient to accommodate both the incoming "full" containers and those that are empty and awaiting return shipping. The location for the storage of the bulk flammable liquids containers is highlighted on Attachment 1. Should the site be recertified to handle other types of flammable liquids, the proposed specific location to be designated for storing these containers will be reviewed and approved by the Authority(ies) Having Jurisdiction.

Site Fire Safety Coordinator

Although all IMT site personnel will receive basic instruction regarding the fire safety requirements at the IMT, a full-time employee of the Maine Port Authority will be assigned as the site's Fire Safety Coordinator. This individual will receive specific orientation training that will provide a more in-depth understanding of all facets of the site's Fire Safety Plan. He/She will be responsible for ensuring the day-to-day implementation of, and adherence to, the Fire Safety Plan by all site personnel. At a minimum, this individual's responsibilities will include;

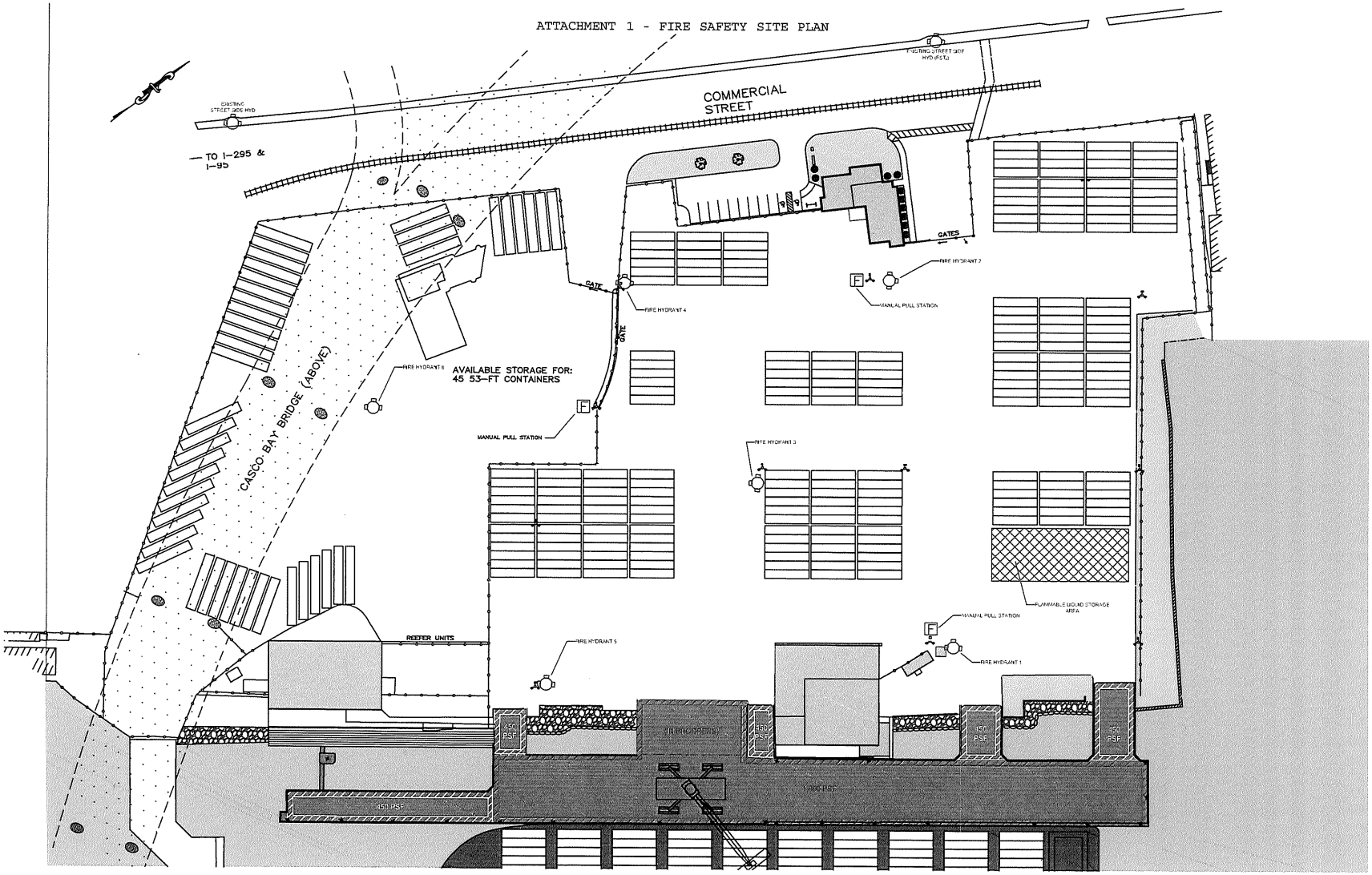
- Ensuring all site personnel receive an initial briefing regarding all facets of the site's Fire Safety Program, including the location and use of all fire protection and life safety equipment,
- Acting as the site's primary liaison with the local Fire Department; both for coordinating any maintenance and testing of the fire water supply system and scheduling routine familiarization and training exercises at the IMT,
- Conducting routine site inspections to verify that all fire protection systems remain undamaged and in good working condition and that access to all fire hydrants and manual pull stations remains unobstructed, and
- Verifying that all hot work activities are performed only in designated areas, including smoking, and that all flammable and combustible materials are stored within their proper areas.

The Maine Port Authority management will ensure that this individual has the necessary authority to carry out and enforce the assigned responsibilities. Equally, an alternate Fire Safety Coordinator will be designated as/if needed to support periods when the primary designee is unavailable to perform these functions.

Fire Protection and Life Safety Systems Inspection, Testing, and Maintenance

To ensure that all fire protection and life safety systems are operational and ready for use when/if needed, the site's Fire Safety Coordinator will maintain records that demonstrate all installed systems are being properly maintained and tested in accordance with applicable industry codes and standards. The Maine Port Authority will ensure that the site's fire alarm/notification system is being properly inspected, tested, and maintained by an authorized fire alarm contractor. Equally, the Fire Safety Coordinator will work with the Municipal Authorities to ensure that authorized personnel have the necessary access to the site to properly inspect, test, and maintain all components associated with the fire water supply system, including performing the routine hydrant flow tests.

ATTACHMENT 1 - FIRE SAFETY SITE PLAN



Lannie Dobson - Fw: Positive Response Notification

From: James Burke <jimmyburke@prodigy.net>
To: <ldobson@portlandmaine.gov>
Date: 10/3/2011 8:02 AM
Subject: Fw: Positive Response Notification

Jimmy Burke Ta Da!!!

--- On **Fri, 9/30/11, posreply@digtrack.com** ***<posreply@digtrack.com>*** wrote:

From: posreply@digtrack.com <posreply@digtrack.com>
Subject: Positive Response Notification
To:
Date: Friday, September 30, 2011, 1:18 PM

```
                DIGTRACK POSITIVE RESPONSE NOTIFICATION
                         www.digtrack.com
                        Call Before You Dig

                Date:   2011/09/30
                Time:   13:18
                To  :   JAMES BURKE
             Company:   P K CONTR

                From:   Unitil - Maine

             Subject:   Request for Underground Location


 This message is being sent in response to your request for underground utility
 location.  The following represents a list of responses for the indicated
 member codes.  These responses only pertain to the specific member codes.

================================================================================
 Ticket      :  20114007511
 Member      :  MN
 Place       :  PORTLAND             Address : 468 COMMERCIAL ST
 Site Status:  NO CONFLICT           Markings: NONE
 Message     :  Investigated-No Gas in Dig Area
 --------------------------------------------------------------------------------

 If there are any questions regarding this transmission or if you arrive at
 the site and have a question about the work site, please call 603-294-5185
```

Unitil
Fitchburg Gas and Electric Light Company
MAINE

SAFETY MESSAGE / CONTRACTOR INFORMATON

EMERGENCY
Call 911

Emergency Number
866-900-4460

Considerations When Working Around Gas Mains and Services

Maine Public Utilities Commission Dig Safe Rules & Regulations

- Pre-Mark area, On Site meeting
- Safety Zone, 18" around gas lines
- Hand Shovel only in Safety Zone
- Dig Safe Tickets only good for 60 Days
- Contractor Maintains All Dig Safe Markings
- Re-Marks, On-going tickets, new dig safe required when going outside of original scope of work or outside of original pre-marks

General Information

- Types of pipe: Cast Iron, Plastic, Cast Iron Inserted with Plastic, Steel Inserted with Plastic
- Pressures range from ½ PSI to 500 PSI, or more.
- A Tracer wire is buried with plastic pipe for locating purposes.
- Warning tape isn't always present above pipes. It wasn't used on older mains and isn't used with trenchless methods of construction; such as directional drilling (HDD)
- **NO LEAK;** Notify the gas company if you damage a gas line, damage can be anything from scrapping the coating, undermining a cast iron main, breaking a tracer wire

Recognizing an Emergency: EMERGENCY Call 911

- Hissing
- Blowing Dirt
- Rotten Egg / Sulfur Smell
- Water Blowing or bubbling from a pond or creek
- Dry spot in a normally wet area
- Broken Pipe

In the Event of an Emergency:

- Clear the area and eliminate sources of ignition
- Call 911 or the appropriate emergency number for the area
- Call the emergency number for the appropriate utility

If You Hit a Gas Pipe and there is No Apparent Leak:

- Notify the appropriate utility, **Do not backfill or attempt to repair until inspected by the utility company representative**
- If a pipe is hit, and pulled , a leak could be created nearby
- A coating nick on a steel pipe could cause a corrosion leak in the future

- A minor gouge could create a stress concentration and result in future pipe failure
- A broken tracer wire please call routine business number

Emergency Number 866-900-4460

Lannie Dobson - Fw: Dig Safe

From: James Burke <jimmyburke@prodigy.net>
To: lannie dobson <ldobson@portlandmaine.gov>
Date: 10/3/2011 8:03 AM
Subject: Fw: Dig Safe

Jimmy Burke Ta Da!!!

--- On **Wed, 9/28/11, Joel Haslett <*jhaslett@oxfordnetworks.com*>** wrote:

> From: Joel Haslett <jhaslett@oxfordnetworks.com>
> Subject: Dig Safe
> To: JIMMYBURKE@PRODIGY.NET
> Date: Wednesday, September 28, 2011, 4:36 PM
>
> No Oxford Networks buried facilities here.
> Thank You

DigType	REGULAR
Time	14:38
Date	09/28/2011
Request	20114007511
Previous Request	N/A
Latitude	N/A
Longitude	N/A
Municipality	PORTLAND, MAINE
Street	468 COMMERCIAL ST
Secondary Info	UNK PER CALLERWKG AT THE PORTLAND INTERNATIONAL MARINE TERMINAL---------- ----------
Nature Of Work	DEMOLISHING 2 BLDGS
Extent Of Work	WKG IN PLACE OF EXISTING BLDGS ON SITE
Area Premarked	YES
Start Time	14:30
Start Date	10/03/2011
Caller	THE PORTLAND INTERNATIONAL MARINE TERMINAL---------- ----------NATURE OF WORK..DEMOLISHING 2 BLDGSEXTENT OF WORKWKG IN PLACE OF EXISTING BLDGS ON SITEAREA IS PREMARKED..YES---------- ----------START DATE.....10/03/2011 START TIME..14:30CALLER.....JAMES BURKE
Caller Title	COORD
Return Call	9-5
Phone	781-789-7530

Fax	
Dig Region	N/A
Email	JIMMYBURKE@PRODIGY.NET
Contractor	P K CONTR
Address	11 RANDOLPH RD
City	RANDOLPH
State	MA
Zip	
Excavator	SAME
Emergency	No

Joel Haslett
Underground Cable Facilities Locator
Oxford Networks
27 Fair Street Norway Maine 04268
jhaslett@oxfordnetworks.com
Office(207)739 6973 ext 3448
Cell (207) 462 4984
Fax (207) 739 2908

Lannie Dobson - Fw: International Marine Terminal

From: James Burke <jimmyburke@prodigy.net>
To: lannie dobson <ldobson@portlandmaine.gov>
Date: 10/3/2011 8:04 AM
Subject: Fw: International Marine Terminal

Jimmy Burke Ta Da!!!

--- On **Wed, 9/28/11, Monti, Barbara <*monti@unitil.com*>** wrote:

From: Monti, Barbara <monti@unitil.com>
Subject: International Marine Terminal
To: "Donald McPherson" <dmcpherson@portlandmaine.gov>, "Jeanie Bourke" <jmb@portlandmaine.gov>, "Jonathan Rioux" <jrioux@portlandmaine.gov>, "Nick Adams" <nadams@portlandmaine.gov>
Cc: "jimmyburke@prodigy.net" <jimmyburke@prodigy.net>
Date: Wednesday, September 28, 2011, 3:05 PM

Good afternoon all,

Per Rick Bellemare the service that was feeding the terminal was cut back on Monday and the meter(s) have been removed. No problems with us with the demo.

Any questions please let me know.

barb

Barbara Monti

Unitil Service Corp

1075 Forest Avenue

PO Box 3586

Portland ME 04104-3586

Phone: 207-541-2533

Email: monti@unitil.com

Lannie Dobson - demo permit

From: James Burke <jimmyburke@prodigy.net>
To: lannie dobson <ldobson@portlandmaine.gov>
Date: 10/3/2011 9:16 AM
Subject: demo permit

I dropped off the permit application for the international marine terminal building demo and wish to know how quick I can the permit as we are behind schedule. please e-mail me ASAP so I can bring in my equipment on to the sight.

thank you

Jimmy Burke Ta Da!!!

Lannie Dobson - demo

From: James Burke <jimmyburke@prodigy.net>
To: lannie dobson <ldobson@portlandmaine.gov>
Date: 10/3/2011 9:22 AM
Subject: demo

if you need to call me please call 857-939-0382

Jimmy Burke Ta Da!!!

APPENDIX C

Geotechnical Report

GEOTECHNICAL DATA REPORT
PORTLAND INTERNATIONAL MARINE TERMINAL IMPROVEMENTS
PORTLAND, MAINE
PIN: 17820.00

by

Haley & Aldrich, Inc.
Portland, Maine

for

HNTB Corporation
Westbrook, Maine

File No. 37272-000
7 January 2011

HALEY & ALDRICH

Haley & Aldrich, Inc.
75 Washington Avenue
Suite 203
Portland, ME 04101-2617

Tel: 207.482.4600
Fax: 207.775.7666
HaleyAldrich.com

HALEY&
ALDRICH

7 January 2011
File No. 37272-000

HNTB Corporation
340 County Road, Suite 6-C
Westbrook, Maine 04092

Attention: Mr. Craig R. Morin, P.E.

Subject: Geotechnical Data Report
Portland International Marine Terminal Improvements
Portland, Maine
PIN: 17820.00

Ladies and Gentlemen:

This report presents the results of the subsurface explorations and laboratory testing program conducted in support of the subject project. This work was undertaken by Haley & Aldrich, Inc. (Haley & Aldrich) at your request in accordance with our proposal dated 30 July 2010 and our Agreement dated 6 October 2010.

ELEVATION DATUM

Elevations referenced herein are in feet and reference the National Geodetic Vertical Datum of 1929 (NGVD 29). Site specific tidal data (i.e. mean low water, MLW, and mean lower low water, MLLW) has been provided by HNTB, and relate to NGVD 29 datum as follows:

El. 0 MHW = El. +4.95 NGVD 29
El. 0 MLW = El. -4.23 NGVD 29
El. 0 MLLW = El. -4.52 NGVD 29

EXISTING SITE CONDITIONS

The project site (referred to hereinafter as the "site," shown in Figure 1) is located on a portion of a 13.5-acre parcel in Portland, Maine. The site is bounded by Commercial Street to the northwest, the Fore River to the southeast, and the Casco Bay Bridge to the west, as shown in Figure 2.

The southeastern portion of the parcel is currently occupied by a pier and several buildings formerly used by the City of Portland for loading and unloading of passengers and vehicles for the Scotia Prince ferry to Nova Scotia, Canada. The remaining area of the site is paved and used as a container storage/shipping facility. The ground surface is relatively flat across the site, ranging from El. 12 near Commercial Street to El. 15 on the existing pier. There is a low area around El. 11 near a 4-ft high retaining wall located northwest of the pier and buildings.

PROPOSED SITE DEVELOPMENT

The project consists of improvements and additions to the International Marine Terminal (IMT). As described in a Request for Proposal (RFP) prepared by Maine Department of Transportation (MaineDOT), project elements include:

- Demolish and remove approximately 36,000 sq. ft. (sf) of existing terminal building and ancillary structures,
- Design and construction of approximately 1,000 sf of pier space,
- Strengthen soils as needed in the approximate 4 acre container storage area,
- Remove existing office trailers and construct a new 3,400 sf office building, and
- Maintain operations at IMT during design and construction of improvements.

Based on our review of proposed grading as shown on the 30% drawings prepared by HNTB, we understand that in general fill will be required in order to reach the proposed design grades, with a maximum fill height of about 4 ft in front of the existing retaining wall. Minor excavation (to frost depth) is anticipated for construction of the proposed building footings.

REGIONAL GEOLOGY

A review of the surficial geology map for the area indicates that the site and vicinity along Commercial Street is underlain by artificial fill identified as variable mixtures of surficial sediments, rock fragments and artificial material which was placed to create land for waterfront uses.

Explorations at the site indicate the fill is underlain by silt, sand and clay deposits of the Presumpscot Formation, sand and gravel ice contact deposits, and dense glacial till. Bedrock at the site and vicinity is mapped as the Spring Point Formation, part of the Casco Bay Group, identified as an Ordovician-aged greenish-gray phyllite, some light-gray granofels and zones of metavolcanics.

SUBSURFACE EXPLORATION PROGRAM

Recent Testing Borings

Haley & Aldrich performed a geotechnical subsurface exploration program in support of the subject project. The program consisted of the following:

- One boring for the proposed building;
- Two borings for the proposed raise-in-grade in the existing parking area;
- Six borings for pavement design in the new storage container areas;
- Two borings in the area of existing container storage;
- One boring at the proposed pier infill area.

The test boring locations were laid out in the field by Haley & Aldrich by taping distances from existing site features. The "as-drilled" test boring locations were surveyed by James D. Nadeau, LLC and are shown on Figure 2, Site and Subsurface Exploration Location Plan. Ground surface elevations were

estimated based on the topographic information shown on existing conditions plan by James D. Nadeau, LLC.

All test borings were drilled by Maine Test Borings of Brewer, Maine during the period 15 through 18 November 2010. Test borings were drilled with a Mobile Drill B-53 truck-mounted drill rig.

Soil samples obtained in test borings were typically collected continuously through the fill, then at standard, 5-ft intervals through natural soil, by driving a 1-3/8-in. ID split-spoon sampler with a 140-lb hammer dropped from a height of 30 in., as indicated on the test boring logs. The number of hammer blows required to advance the sampler through each 6-in. interval was recorded and is provided on the test boring logs. The Standard Penetration Test (SPT) N-value is defined as the total number of blows required to advance the sampler through the middle 12 in. of the 24-in. sampling interval.

In-situ vane shear tests were attempted in the marine clay deposits encountered in several test borings. However we were unable to advance the vane in the desired sampling depths due to the presence of sand/silt layers at the attempted test locations.

Relatively undisturbed samples of marine clay were obtained in select test borings by advancing a 3-in. OD thin-wall Shelby Tube into the clay using a piston sampler. The samples were obtained so that we could conduct laboratory tests to assess the compressibility characteristics of the deposit, if needed.

All test borings were monitored in the field by Haley & Aldrich personnel. All soil samples were collected and preserved in glass jars and the samples that were not submitted for laboratory testing are available for review upon request. The soil samples are being stored at the Haley & Aldrich laboratory facility in Portland, Maine.

The boreholes were backfilled using drill cuttings. Cold patch was used to replace the bituminous pavement for test borings drilled in paved areas.

Logs showing the soil and groundwater conditions encountered in the test borings are presented in Appendix A. Additional details of our subsurface explorations are presented below.

Building Borings

One test boring (HA10-1) was drilled within the building footprint. The test boring was drilled to a depth of 27 ft below ground surface (BGS) using HW-size (4 in. ID) steel casing.

Raise In Grade Borings

Two test borings (HA10-5 and HA10-9) were drilled within the limits of proposed storage container area where up to 4 ft of new fill will be placed. The test borings were drilled through potentially compressible soils to depths ranging from 26 to 44 ft BGS using HW-size (4 in. ID) or NW-size (3 in. ID) steel casing.

New Storage Container Area

A total of six shallow test borings (HA10-2 through HA10-4, HA10-6 through HA10-8) were drilled within the proposed container storage area. Test borings were drilled to depths ranging from 11 to 13 ft BGS using solid-stem augers.

Existing Storage Container Area

A total of two shallow test borings (HA10-11 and HA10-12) were drilled within the existing container storage area to identify the pavement section in this area that is reportedly performing well. Test borings were drilled to depths ranging from 3 to 5 ft BGS using solid-stem augers.

Pier Boring

One test boring (HA10-10) was drilled within the proposed pier space. The test boring was drilled from the existing pier deck, through compressible soils to a depth of 85 ft BGS using HW-size (4 in. ID) and NW-size (3 in. ID) steel casing. The boring was terminated 16 ft into glacial till.

Historic Test Borings

Numerous previous explorations have been conducted at and near the site in association with development of the site, pier and adjacent Fore River Bridge replacement. The locations of the explorations that we determined to be useful to the current site development are shown on Figure 2, Site and Subsurface Exploration Location Plan and logs are included in Appendix B.

Proposed Renovations International Ferry Terminal, 1992 – Four test borings, designated B101 through B104, were performed for the proposed 1992 renovations by Maine Test Borings, Inc. of Brewer, Maine during the period between 22 July and 3 August 1992. Drilling was performed from the existing pier using 3 in. diameter casing and a truck-mounted rotary drilling rig. These borings were monitored by Haley & Aldrich personnel.

Proposed Fore River Bridge Replacement, 1988 and 1989 – A series of explorations were drilled in 1988 and 1989 by Maine Test Borings, Inc. for the proposed bridge replacement. Eight of the explorations (B553, B555, B556, B557, B558, B559, B568 and B569) were at or near the IMT site and logs included in Appendix B. These borings were monitored by Haley & Aldrich personnel.

Proposed Cargo Pier, 1987 – One of the test borings (B-9) for the proposed cargo pier was conducted near the proposed building for the current IMT project. The test boring was drilled from 1 to 2 October 1987 by Maine Test Borings, Inc. A piezometer, consisting of a standpipe connected to a perforated pipe, was installed in the borehole to obtain information on groundwater levels at the site. Piezometer installation details and a summary of measured water levels are presented in Appendix B. These borings were monitored by Haley & Aldrich personnel.

Portland International Ferry Terminal, 1969 – Test borings at the ferry terminal site consisted of seven 2-½ in. diameter cased borings, designated B1 through B7, drilled during the period of 16 October to 26 November 1969 by Northeast Soil Services of Brewer, Maine.

SUBSURFACE CONDITIONS

Soil/Bedrock Conditions

Generally, the subsurface explorations encountered the following geologic units, presented in order of increasing depth below existing ground surface:

- Bituminous Pavement
- Fill
- Harbor Bottom Deposit
- Marine Deposit (Clay)
- Marine Deposit (Sand)
- Ice Contact Deposit
- Glacial Till

A brief description of each geologic unit is provided below based on recent explorations. Refer to Table I for a summary of the test borings and Appendix A for test boring logs.

Bituminous Pavement

Bituminous pavement was encountered in all of the test borings except HA10-10. The thickness ranged from 0.2 to 0.4 ft.

Fill

Man-placed fill was encountered in all of the test borings. The fill was variable, consisting of well graded SAND with gravel (SW) to silty SAND (SM) to ORGANIC SILT (OL/OH). Rip rap was encountered in boring HA10-10. Brick fragments, wood fragments, ash, coal, cobbles, and boulders were encountered at several locations. The thickness of the fill encountered at these locations varied from approximately 3.5 to 15 ft. The fill soils were generally very loose to very dense with SPT N-values ranging from 2 to in excess of 50 blows per foot (bpf).

Harbor Bottom Deposit

A harbor bottom deposit was encountered directly beneath the fill in three of the deeper test borings closest to the existing seawall (HA10-5, HA10-9 and HA10-10). The layer ranged in thickness from 11.5 to 14 ft. The deposit consisted of gray silty SAND (SM), sandy SILT (ML), ORGANIC SILT (OL/OH), or CLAY (CL). It typically contained shell and wood fragments. The soils were generally loose to very loose, or soft to very soft, with SPT N-values ranging from weight of rods (WOR) to 7 bpf.

Marine Deposit (Clay)

Marine clay deposits were encountered in four of the explorations (HA10-4, HA10-6, HA10-9 and HA10-10). The material typically consisted of gray to olive-brown, lean CLAY (CL) with varying amounts of fine sand, or sandy SILT (ML). The encountered thickness of the deposit ranged from about 8 to 14 ft. The marine clay deposits were generally very soft to stiff with SPT N-values ranging from weight of hammer (WOH) to 10 bpf.

Marine Deposit (Sand)

Marine sand deposits were encountered in five test borings (HA10-1, HA10-2, HA10-5, HA10-9 and HA10-10). The material typically consisted of gray to brown, poorly graded SAND (SP), well graded SAND (SW), or clayey SAND (SC). The deposit occasionally contained varying amounts of gravel. The deposit was fully penetrated in only one boring (HA10-10) where the encountered thickness was 32 ft. The marine sand deposits were generally loose to dense with SPT N-values ranging from 2 to 49 bpf.

Ice Contact Deposit

Ice contact deposit soils were encountered in HA10-10, which was the only boring that fully penetrated the overlying marine deposits. The material consisted of gray, well graded SAND with gravel (SW). A cobble was noted within the deposit. The encountered thickness of the deposit was 14 ft. These soils were found to be medium dense with SPT N-values ranging from 10 to 24 bpf.

Glacial Till

Glacial till soils were encountered in HA10-10, which was the only boring that fully penetrated the overlying marine and ice contact deposits. The material consisted of gray to brown, poorly graded SAND with gravel (SP). The material was poorly to well bonded. The deposit was not fully penetrated in any of the recent explorations. Test boring HA10-10 extended 16 ft into glacial till without penetrating the layer. In historic explorations the deposit was up to 93 ft thick. These soils were found to be very dense with SPT N-values in excess of 50 bpf.

Bedrock

Bedrock was not encountered in any of the recent explorations, which were drilled to depths up to 85 ft BGS. Bedrock was cored in one of the historic explorations (for the Fore River Bridge; B569-89) at a depth of 136 ft. Another historic boring, B568-88, extended to a depth of 200 ft without encountering bedrock.

Groundwater Conditions

Groundwater levels were not typically observed in the borings due to drilling methods. However a piezometer was installed in one historic boring near Commercial Street (B-9) in 1987. The water level readings taken indicate that water levels at the site fluctuate with tide levels in Portland Harbor. The

water elevation in this piezometer ranged from El. 0.8 to El. 3.6. The piezometer data is included in Appendix B (note that the 1987 data in the appendix references the MLW datum).

Groundwater levels can be expected to fluctuate, subject to seasonal variation, local soil conditions, topography and precipitation. Water levels encountered during construction may differ from those summarized above.

LABORATORY SOIL TESTING

A limited laboratory testing program was conducted to assist in soil classification and for determination of engineering properties and reuse potential of the in-situ soils. The testing program included two grain size analyses (sieve only) in the vicinity of the proposed building, three Atterberg Limits tests, and one consolidation test. All laboratory testing was conducted in accordance with appropriate ASTM test procedures by Geotesting Express of Boxborough, Massachusetts. The laboratory test reports are presented in Appendix C. A summary of laboratory test results is provided below.

Test Boring No.	Sample Designation	Sample Depth	Stratum	Percent Passing No. 200 Sieve
HA10-1	S1A	0.5 to 1.5 ft	Fill	20.3
HA10-1	S2	2.5 to 4.5 ft	Fill	17.6

Test Boring No.	Sample Designation	Sample Depth	Stratum	Natural Moisture Content (%)	Liquid Limit (LL)	Plastic Limit (PL)	Plasticity Index (PI)
HA10-5	U1 (upper)	14.5 to 16.5 ft	Marine	33	38	18	20
HA10-5	U1 (lower)	14.5 to 16.5 ft	Marine	21	NP	NP	NP
HA10-9	U1	35 to 37 ft	Marine	29	30	17	13

[1]- NP = non-plastic

Recommendations regarding reuse potential will be provided under separate cover.

CLOSURE

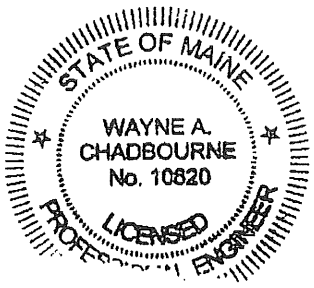
It is our intention that this report be distributed to the project team for use during design development. This report should also be included in the contract document package for use by prospective contractors to provide baseline information on subsurface conditions in preparation of their bids. We are currently in the process of completing our engineering evaluations for this project and will provide geotechnical design recommendations under separate cover.

We appreciate the opportunity to provide geotechnical engineering services on this project. Please do not hesitate to call if you have any questions or comments.

Sincerely yours,
HALEY & ALDRICH, INC.

Erin F. Wood

Erin F. Wood, P.E.
Senior Engineer



Wayne A. Chadbourne, P.E.
Vice President

Enclosures:

- Table I – Summary of Subsurface Explorations
- Figure 1 – Project Locus
- Figure 2 – Site and Subsurface Exploration Location Plan
- Appendix A – Recent Test Boring Logs
- Appendix B – Historic Test Boring Logs
- Appendix C – Laboratory Test Reports

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COM*check* Software Version 3.8.1
Envelope Compliance Certificate

2009 IECC

Section 1: Project Information

Project Type: **New Construction**
Project Title : International Marine Terminal Office

Construction Site:
International Marine Terminal
Congress Street
Portland, ME

Owner/Agent:
City of Portland

Designer/Contractor:
Winton Scott Architects
5 Milk Street
Portland, ME 04101

Section 2: General Information

Building Location (for weather data):	**Portland, Maine**
Climate Zone:	**6a**
Building Type for Envelope Requirements:	**Non-Residential**
Vertical Glazing / Wall Area Pct.:	**27%**

PDF ✓

Activity Type(s)	Floor Area
Office	2882

Section 3: Requirements Checklist

Envelope PASSES: Design 6% better than code.

Climate-Specific Requirements:

Component Name/Description	Gross Area or Perimeter	Cavity R-Value	Cont. R-Value	Proposed U-Factor	Budget U-Factor(a)
Roof 1: Attic Roof with Wood Joists	2882	10.0	24.0	0.029	0.027
Exterior Wall 1: Wood-Framed, 16" o.c.	3474	12.6	7.2	0.053	0.051
Window 1: Metal Frame with Thermal Break:Double Pane with Low-E, Clear, SHGC 0.34	932	---	---	0.320	0.550
Door 1: Insulated Metal, Swinging	82	---	---	0.250	0.700
Floor 1: Slab-On-Grade:Unheated, Horizontal with vertical 4 ft.	292	---	0.0	---	---

(a) Budget U-factors are used for software baseline calculations ONLY, and are not code requirements.

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Dept. of Building Inspections
City of Portland Maine

Air Leakage, Component Certification, and Vapor Retarder Requirements:

- ☐ 1. All joints and penetrations are caulked, gasketed or covered with a moisture vapor-permeable wrapping material installed in accordance with the manufacturer's installation instructions.
- ☐ 2. Windows, doors, and skylights certified as meeting leakage requirements.
- ☐ 3. Component R-values & U-factors labeled as certified.
- ☐ 4. No roof insulation is installed on a suspended ceiling with removable ceiling panels.
- ☐ 5. 'Other' components have supporting documentation for proposed U-Factors.
- ☐ 6. Insulation installed according to manufacturer's instructions, in substantial contact with the surface being insulated, and in a manner that achieves the rated R-value without compressing the insulation.
- ☐ 7. Stair, elevator shaft vents, and other outdoor air intake and exhaust openings in the building envelope are equipped with motorized dampers.
- ☐ 8. Cargo doors and loading dock doors are weather sealed.
- ☐ 9. Recessed lighting fixtures installed in the building envelope are Type IC rated as meeting ASTM E283, are sealed with gasket or caulk.
- ☐ 10. Building entrance doors have a vestibule equipped with closing devices.

Exceptions:

- ☐ Building entrances with revolving doors.
- ☐ Doors that open directly from a space less than 3000 sq. ft. in area.

Section 4: Compliance Statement

Compliance Statement: The proposed envelope design represented in this document is consistent with the building plans, specifications and other calculations submitted with this permit application. The proposed envelope system has been designed to meet the 2009 IECC requirements in COM*check* Version 3.8.1 and to comply with the mandatory requirements in the Requirements Checklist.

Steve Weatherhead, Project Architect		12/1/11
Name - Title Winton Scott Architects	Signature	Date

COM*check* Software Version 3.8.1

Mechanical Compliance Certificate

2009 IECC

Section 1: Project Information

Project Type: **New Construction**
Project Title : International Marine Terminal Office

Construction Site:
International Marine Terminal
Congress Street
Portland, ME

Owner/Agent:
City of Portland

Designer/Contractor:
Winton Scott Architects
5 Milk Street
Portland, ME 04101

Section 2: General Information

Building Location (for weather data): **Portland, Maine**
Climate Zone: **6a**

Section 3: Mechanical Systems List

Quantity	System Type & Description
14	HVAC System 1 (Single Zone) : Other Heat Pump Heating Mode: Capacity = 13 kBtu/h, Cooling Mode: Capacity = 12 kBtu/h,
1	Plant 1: Heating: Hot Water Boiler, Capacity 170 kBtu/h, Gas, with Waterloop Heat Pump

Section 4: Requirements Checklist

Requirements Specific To: HVAC System 1 :

None

Requirements Specific To: Plant 1 :

- ☐ 1. Newly purchased heating equipment meets the heating efficiency requirements
- ☐ 2. Loop temperature controlled with 20 degrees F deadband where neither cooling tower/fluid cooler nor boiler can operate
- ☐ 3. Two-position valve on each heat pump having total heat pump system power >10hp
- ☐ 4. Systems with multiple boilers have automatic controls capable of sequencing boiler operation

Generic Requirements: Must be met by all systems to which the requirement is applicable:

- ☐ 1. Plant equipment and system capacity no greater than needed to meet loads
  - ☐ Exception: Standby equipment automatically off when primary system is operating
  - ☐ Exception: Multiple units controlled to sequence operation as a function of load
- ☐ 2. Minimum one temperature control device per system
- ☐ 3. Minimum one humidity control device per installed humidification/dehumidification system
- ☐ 4. Load calculations per ASHRAE/ACCA Standard 183
- ☐ 5. Automatic Controls: Setback to 55°F (heat) and 85°F (cool); 7-day clock, 2-hour occupant override, 10-hour backup
  - ☐ Exception: Continuously operating zones
  - ☐ Exception: 2 kW demand or less, submit calculations
- ☐ 6. Outside-air source for ventilation; system capable of reducing OSA to required minimum
- ☐ 7. R-5 supply and return air duct insulation in unconditioned spaces
  R-8 supply and return air duct insulation outside the building
  R-8 insulation between ducts and the building exterior when ducts are part of a building assembly
  - ☐ Exception: Ducts located within equipment

- ☐ Exception: Ducts with interior and exterior temperature difference not exceeding 15°F.

☐ 8. Mechanical fasteners and sealants used to connect ducts and air distribution equipment

☐ 9. Ducts sealed - longitudinal seams on rigid ducts; transverse seams on all ducts; UL 181A or 181B tapes and mastics

☐ 10. Hot water pipe insulation: 1.5 in. for pipes <=1.5 in. and 2 in. for pipes >1.5 in.
Chilled water/refrigerant/brine pipe insulation: 1.5 in. for pipes <=1.5 in. and 1.5 in. for pipes >1.5 in.
Steam pipe insulation: 1.5 in. for pipes <=1.5 in. and 3 in. for pipes >1.5 in.

- ☐ Exception: Piping within HVAC equipment.
- ☐ Exception: Fluid temperatures between 55 and 105°F.
- ☐ Exception: Fluid not heated or cooled with renewable energy.
- ☐ Exception: Piping within room fan-coil (with AHRI440 rating) and unit ventilators (with AHRI840 rating).
- ☐ Exception: Runouts <4 ft in length.

☐ 11. Operation and maintenance manual provided to building owner

☐ 12. Balancing devices provided in accordance with IMC (2006) 603.17

☐ 13. Demand control ventilation (DCV) present for high design occupancy areas (>40 person/1000 ft2 in spaces >500 ft2) and served by systems with any one of 1) an air-side economizer, 2) automatic modulating control of the outdoor air damper, or 3) a design outdoor airflow greater than 3000 cfm.

- ☐ Exception: Systems with heat recovery.
- ☐ Exception: Multiple-zone systems without DDC of individual zones communicating with a central control panel.
- ☐ Exception: Systems with a design outdoor airflow less than 1200 cfm.
- ☐ Exception: Spaces where the supply airflow rate minus any makeup or outgoing transfer air requirement is less than 1200 cfm.

☐ 14. Motorized, automatic shutoff dampers required on exhaust and outdoor air supply openings

- ☐ Exception: Gravity dampers acceptable in buildings <3 stories
- ☐ Exception: Gravity dampers acceptable in systems with outside or exhaust air flow rates less than 300 cfm where dampers are interlocked with fan

☐ 15. Automatic controls for freeze protection systems present

☐ 16. Exhaust air heat recovery included for systems 5,000 cfm or greater with more than 70% outside air fraction or specifically exempted

- ☐ Exception: Hazardous exhaust systems, commercial kitchen and clothes dryer exhaust systems that the International Mechanical Code prohibits the use of energy recovery systems.
- ☐ Exception: Systems serving spaces that are heated and not cooled to less than 60°F.
- ☐ Exception: Where more than 60 percent of the outdoor heating energy is provided from site-recovered or site solar energy.
- ☐ Exception: Heating systems in climates with less than 3600 HDD.
- ☐ Exception: Cooling systems in climates with a 1 percent cooling design wet-bulb temperature less than 64°F.
- ☐ Exception: Systems requiring dehumidification that employ energy recovery in series with the cooling coil.
- ☐ Exception: Laboratory fume hood exhaust systems that have either a variable air volume system capable of reducing exhaust and makeup air volume to 50 percent or less of design values or, a separate make up air supply meeting the following makeup air requirements: a) at least 75 percent of exhaust flow rate, b) heated to no more than 2°F below room setpoint temperature, c) cooled to no lower than 3°F above room setpoint temperature, d) no humidification added, e) no simultaneous heating and cooling.

Section 5: Compliance Statement

Compliance Statement: The proposed mechanical design represented in this document is consistent with the building plans, specifications and other calculations submitted with this permit application. The proposed mechanical systems have been designed to meet the 2009 IECC requirements in COM*check* Version 3.8.1 and to comply with the mandatory requirements in the Requirements Checklist.

Kurt Magnusson, P.E.		12/1/11
Name - Title	Signature	Date

COM*check* Software Version 3.8.1
Mechanical Requirements Description

2009 IECC

The following list provides more detailed descriptions of the requirements in Section 4 of the Mechanical Compliance Certificate.

Requirements Specific To: HVAC System 1 :

None

Requirements Specific To: Plant 1 :

1. The specified heating equipment is covered by Federal minimum efficiency requirements. New equipment of this type can be assumed to meet or exceed ASHRAE 90.1 Code requirements for equipment efficiency.
2. Loop temperature controlled with 20 degrees F deadband where neither cooling tower/fluid cooler nor boiler can operate.
3. Two-position valves must be provided on each heat pump where the total heat pump system power is greater than 10 hp.
4. Systems with multiple boilers have automatic controls capable of sequencing the operation of the boilers.

Generic Requirements: Must be met by all systems to which the requirement is applicable:

1. All equipment and systems must be sized to be no greater than needed to meet calculated loads. A single piece of equipment providing both heating and cooling must satisfy this provision for one function with the capacity for the other function as small as possible, within available equipment options.
   - Exception: The equipment and/or system capacity may be greater than calculated loads for standby purposes. Standby equipment must be automatically controlled to be off when the primary equipment and/or system is operating.
   - Exception: Multiple units of the same equipment type whose combined capacities exceed the calculated load are allowed if they are provided with controls to sequence operation of the units as the load increases or decreases.
2. Each heating or cooling system serving a single zone must have its own temperature control device.
3. Each humidification system must have its own humidity control device.
4. Design heating and cooling loads for the building must be determined using procedures in the ASHRAE Handbook of Fundamentals or an approved equivalent calculation procedure.
5. The system or zone control must be a programmable thermostat or other automatic control meeting the following criteria:
   a) capable of setting back temperature to 55°F during heating and setting up to 85°F during cooling,
   b) capable of automatically setting back or shutting down systems during unoccupied hours using 7 different day schedules,
   c) have an accessible 2-hour occupant override,
   d) have a battery back-up capable of maintaining programmed settings for at least 10 hours without power.
   - Exception: A setback or shutoff control is not required on thermostats that control systems serving areas that operate continuously.
   - Exception: A setback or shutoff control is not required on systems with total energy demand of 2 kW (6,826 Btu/h) or less.
6. The system must supply outside ventilation air as required by Chapter 4 of the International Mechanical Code. If the ventilation system is designed to supply outdoor-air quantities exceeding minimum required levels, the system must be capable of reducing outdoor-air flow to the minimum required levels.
7. Air ducts must be insulated to the following levels:
   a) Supply and return air ducts for conditioned air located in unconditioned spaces (spaces neither heated nor cooled) must be insulated with a minimum of R-5. Unconditioned spaces include attics, crawl spaces, unheated basements, and unheated garages.
   b) Supply and return air ducts and plenums must be insulated to a minimum of R-8 when located outside the building.
   c) When ducts are located within exterior components (e.g., floors or roofs), minimum R-8 insulation is required only between the duct and the building exterior.
   - Exception: Duct insulation is not required on ducts located within equipment.
   - Exception: Duct insulation is not required when the design temperature difference between the interior and exterior of the duct or plenum does not exceed 15°F.
8. Mechanical fasteners and seals, mastics, or gaskets must be used when connecting ducts to fans and other air distribution equipment, including multiple-zone terminal units.
9. All joints, longitudinal and transverse seams, and connections in ductwork must be securely sealed using weldments; mechanical fasteners with seals, gaskets, or mastics; mesh and mastic sealing systems; or tapes. Tapes and mastics must be listed and labeled in accordance with UL 181A and shall be marked '181A-P' for pressure sensitive tape, '181A-M' for mastic or '181A-H' for heat-sensitive tape. Tapes and mastics used to seal flexible air ducts and flexible air connectors shall comply with UL 181B and shall be marked '181B-FX' for pressure-sensitive tape or '181B-M' for mastic. Unlisted duct tape is not permitted as a sealant on any metal ducts.
10. All pipes serving space-conditioning systems must be insulated as follows:

Hot water piping for heating systems:
1 1/2 in. for pipes <=1 1/2-in. nominal diameter,
2 in. for pipes >1 1/2-in. nominal diameter.
Chilled water, refrigerant, and brine piping systems:
1 1/2 in. insulation for pipes <=1 1/2-in. nominal diameter,
1 1/2 in. insulation for pipes >1 1/2-in. nominal diameter.
Steam piping:
1 1/2 in. insulation for pipes <=1 1/2-in. nominal diameter,
3 in. insulation for pipes >1 1/2-in. nominal diameter.

- Exception: Pipe insulation is not required for factory-installed piping within HVAC equipment.
- Exception: Pipe insulation is not required for piping that conveys fluids having a design operating temperature range between 55°F and 105°F.
- Exception: Pipe insulation is not required for piping that conveys fluids that have not been heated or cooled through the use of fossil fuels or electric power.
- Exception: Piping within room fan-coil (with AHRI440 rating) and unit ventilators (with AHRI840 rating).
- Exception: Pipe insulation is not required for runout piping not exceeding 4 ft in length and 1 in. in diameter between the control valve and HVAC coil.

11. Operation and maintenance documentation must be provided to the owner that includes at least the following information:
    a) equipment capacity (input and output) and required maintenance actions
    b) equipment operation and maintenance manuals
    c) HVAC system control maintenance and calibration information, including wiring diagrams, schematics, and control sequence descriptions; desired or field-determined set points must be permanently recorded on control drawings, at control devices, or, for digital control systems, in programming comments
    d) complete narrative of how each system is intended to operate.
12. Balancing devices provided in accordance with IMC (2006) 603.17.
13. Demand control ventilation (DCV) required for high design occupancy areas (>40 person/1000 ft2 in spaces >500 ft2) and served by systems with any one of 1) an air-side economizer, 2) automatic modulating control of the outdoor air damper, or 3) a design outdoor airflow greater than 3000 cfm.
    - Exception: Systems with heat recovery.
    - Exception: Multiple-zone systems without DDC of individual zones communicating with a central control panel.
    - Exception: Systems with a design outdoor airflow less than 1200 cfm.
    - Exception: Spaces where the supply airflow rate minus any makeup or outgoing transfer air requirement is less than 1200 cfm.
14. Outdoor air supply and exhaust systems must have motorized dampers that automatically shut when the systems or spaces served are not in use. Dampers must be capable of automatically shutting off during preoccupancy building warm-up, cool-down, and setback, except when ventilation reduces energy costs (e.g., night purge) or when ventilation must be supplied to meet code requirements. Both outdoor air supply and exhaust air dampers must have a maximum leakage rate of 3 cfm/ft2 at 1.0 in w.g. when tested in accordance with AMCA Standard 500.
    - Exception: Gravity (non-motorized) dampers are acceptable in buildings less than three stories in height.
    - Exception: Systems with a design outside air intake or exhaust capacity of 300 cfm (140 L/s) or less that are equipped with motor operated dampers that open and close when the unit is energized and de-energized, respectively.
15. All freeze protection systems, including self-regulating heat tracing, must include automatic controls capable of shutting off the systems when outside air temperatures are above 40°F or when the conditions of the protected fluid will prevent freezing. Snow- and ice-melting systems must include automatic controls capable of shutting off the systems when the pavement temperature is above 50°F and no precipitation is falling, and an automatic or manual control that will allow shutoff when the outdoor temperature is above 40°F.
16. Individual fan systems with a design supply air capacity of 5000 cfm or greater and minimum outside air supply of 70 percent or greater of the supply air capacity must have an energy recovery system with at least a 50 percent effectiveness. Where cooling with outdoor air is required there is a means to bypass or control the energy recovery system to permit cooling with outdoor air.
    - Exception: Hazardous exhaust systems, commercial kitchen and clothes dryer exhaust systems that the International Mechanical Code prohibits the use of energy recovery systems.
    - Exception: Systems serving spaces that are heated and not cooled to less than 60°F.
    - Exception: Where more than 60 percent of the outdoor heating energy is provided from site-recovered or site solar energy.
    - Exception: Heating systems in climates with less than 3600 HDD.
    - Exception: Cooling systems in climates with a 1 percent cooling design wet-bulb temperature less than 64°F.
    - Exception: Systems requiring dehumidification that employ energy recovery in series with the cooling coil.
    - Exception: Laboratory fume hood exhaust systems that have either a variable air volume system capable of reducing exhaust and makeup air volume to 50 percent or less of design values or, a separate make up air supply meeting the following makeup air requirements: a) at least 75 percent of exhaust flow rate, b) heated to no more than 2°F below room setpoint temperature, c) cooled to no lower than 3°F above room setpoint temperature, d) no humidification added, e) no simultaneous heating and cooling.

COMcheck Software Version 3.9.0
Interior Lighting Compliance Certificate

2009 IECC

Section 1: Project Information

Project Type: **New Construction**
Project Title : International Marine Terminal Office

Construction Site:
International Marine Terminal
Congress Street
Portland, ME

Owner/Agent:
City of Portland

Designer/Contractor:
Winton Scott Architects
5 Milk Street
Portland, ME 04101

Section 2: Interior Lighting and Power Calculation

A Area Category	B Floor Area (ft2)	C Allowed Watts / ft2	D Allowed Watts (B x C)
Office	2882	1	2882
		Total Allowed Watts =	2882

Section 3: Interior Lighting Fixture Schedule

A Fixture ID : Description / Lamp / Wattage Per Lamp / Ballast	B Lamps/ Fixture	C # of Fixtures	D Fixture Watt.	E (C X D)
Office (2882 sq.ft.)				
Linear Fluorescent 1: A1: 2x4 recessed direct/indirectElectronic	3	11	81	891
Linear Fluorescent 2: A2: 2x2 recessed direct/indirectElectronic	3	4	47	188
Linear Fluorescent 3: A3: 2x2 recessed lensElectronic	3	4	47	188
Compact Fluorescent 1: B1: recessed open downlightElectronic	2	3	57	171
Compact Fluorescent 2: B2: recessed lensed downlightElectronic	1	1	20	20
Compact Fluorescent 3: C1: 13" dia suface, acrylic diffuseElectronic	2	2	30	60
Linear Fluorescent 4: J1: 1x4 surface wrap lensElectronic	2	2	51	102
Linear Fluorescent 5: J2: 1x4 surface bare stripElectronic	1	3	30	90
Linear Fluorescent 6: N1: direct/indirect pendantElectronic	2	3	59	177
Compact Fluorescent 4: R1: 18" dia decorative pendantElectronic	2	9	54	486
Linear Fluorescent 7: U1: 13w T5 undercabinet lightElectronic Exemption:Furniture-mounted Supplemental Task Lighting	1	4	16	Exempt
			Total Proposed Watts =	2373

Section 4: Requirements Checklist

Lighting Wattage:

☐ 1. Total proposed watts must be less than or equal to total allowed watts.

Allowed Watts	Proposed Watts	Complies
2882	2373	YES

Controls, Switching, and Wiring:

☐ 2. Daylight zones under skylights more than 15 feet from the perimeter have lighting controls separate from daylight zones adjacent to vertical fenestration.

☐ 3. Daylight zones have individual lighting controls independent from that of the general area lighting.

Exceptions:

- ☐ Contiguous daylight zones spanning no more than two orientations are allowed to be controlled by a single controlling device.
- ☐ Daylight spaces enclosed by walls or ceiling height partitions and containing two or fewer light fixtures are not required to have a separate switch for general area lighting.

☐ 4. Independent controls for each space (switch/occupancy sensor).

Exceptions:

- ☐ Areas designated as security or emergency areas that must be continuously illuminated.
- ☐ Lighting in stairways or corridors that are elements of the means of egress.

☐ 5. Master switch at entry to hotel/motel guest room.

☐ 6. Individual dwelling units separately metered.

☐ 7. Medical task lighting or art/history display lighting claimed to be exempt from compliance has a control device independent of the control of the nonexempt lighting.

☐ 8. Each space required to have a manual control also allows for reducing the connected lighting load by at least 50 percent by either controlling all luminaires, dual switching of alternate rows of luminaires, alternate luminaires, or alternate lamps, switching the middle lamp luminaires independently of other lamps, or switching each luminaire or each lamp.

Exceptions:

- ☐ Only one luminaire in space.
- ☐ An occupant-sensing device controls the area.
- ☐ The area is a corridor, storeroom, restroom, public lobby or sleeping unit.
- ☐ Areas that use less than 0.6 Watts/sq.ft.

☐ 9. Automatic lighting shutoff control in buildings larger than 5,000 sq.ft.

Exceptions:

- ☐ Sleeping units, patient care areas; and spaces where automatic shutoff would endanger safety or security.

☐ 10. Photocell/astronomical time switch on exterior lights.

Exceptions:

- ☐ Lighting intended for 24 hour use.

☐ 11. Tandem wired one-lamp and three-lamp ballasted luminaires (No single-lamp ballasts).

Exceptions:

- ☐ Electronic high-frequency ballasts; Luminaires on emergency circuits or with no available pair.

Interior Lighting PASSES: Design 18% better than code.

Section 5: Compliance Statement

Compliance Statement: The proposed lighting design represented in this document is consistent with the building plans, specifications and other calculations submitted with this permit application. The proposed lighting system has been designed to meet the 2009 IECC requirements in COM*check* Version 3.9.0 and to comply with the mandatory requirements in the Requirements Checklist.

Steve Weatherhead, Architect		12/9/11
Name - Title Winton Scott Architects	Signature	Date

COMcheck Software Version 3.9.0
Exterior Lighting Compliance Certificate

2009 IECC

Section 1: Project Information

Project Type: **New Construction**
Project Title : International Marine Terminal Office
Exterior Lighting Zone: **3 (Other)**

Construction Site:
International Marine Terminal
Congress Street
Portland, ME

Owner/Agent:
City of Portland

Designer/Contractor:
Winton Scott Architects
5 Milk Street
Portland, ME 04101

Section 2: Exterior Lighting Area/Surface Power Calculation

A Exterior Area/Surface	B Quantity	C Allowed Watts / Unit	D Tradable Wattage	E Allowed Watts (B x C)	F Proposed Watts
Parking area	4132 ft2	0.1	Yes	413	150
Main entry	3 ft of door width	30	Yes	90	42
Other door (not main entry)	3 ft of door width	20	Yes	60	42
Other door (not main entry)	3 ft of door width	20	Yes	60	42
Illuminated area of facade wall or surface	32 ft2	0.15	No	5	0
			Total Tradable Watts* =	623	276
			Total Allowed Watts =	628	
			Total Allowed Supplemental Watts** =	750	

* Wattage tradeoffs are only allowed between tradable areas/surfaces.
** A supplemental allowance equal to 750 watts may be applied toward compliance of both non-tradable and tradable areas/surfaces.

Section 3: Exterior Lighting Fixture Schedule

A Fixture ID : Description / Lamp / Wattage Per Lamp / Ballast	B Lamps/ Fixture	C # of Fixtures	D Fixture Watt.	E (C X D)
(null): Tradable Wattage				
HID 1: S3A: 20ft pole lightStandard	1	1	150	150
(null): Tradable Wattage				
Compact Fluorescent 1: S5: wall mtdElectronic	1	1	42	42
(null): Tradable Wattage				
Compact Fluorescent 2: S5: wall mtdElectronic	1	1	42	42
(null): Tradable Wattage				
Compact Fluorescent 3: S5: wall mtdElectronic	1	1	42	42
(null): Non-tradable Wattage				
HID 2: S4: Adjustable accent lightPulse start Exemption:Advertising/Directional Signage	1	2	39	Exempt
			Total Tradable Proposed Watts =	276

Section 4: Requirements Checklist

Lighting Wattage:

☐ 1. Within each non-tradable area/surface, total proposed watts must be less than or equal to total allowed watts. Across all tradable areas/surfaces, total proposed watts must be less than or equal to total allowed watts.

Compliance: Passes.

Controls, Switching, and Wiring:

- ☐ 2. All exemption claims are associated with fixtures that have a control device independent of the control of the nonexempt lighting.
- ☐ 3. Lighting not designated for dusk-to-dawn operation is controlled by either a a photosensor (with time switch), or an astronomical time switch.
- ☐ 4. Lighting designated for dusk-to-dawn operation is controlled by an astronomical time switch or photosensor.
- ☐ 5. All time switches are capable of retaining programming and the time setting during loss of power for a period of at least 10 hours.

Exterior Lighting Efficacy:

- ☐ 6. All exterior building grounds luminaires that operate at greater than 100W have minimum efficacy of 60 lumen/watt.

Exceptions:

- ☐ Lighting that has been claimed as exempt and is identified as such in Section 3 table above.
- ☐ Lighting that is specifically designated as required by a health or life safety statue, ordinance, or regulation.
- ☐ Emergency lighting that is automatically off during normal building operation.
- ☐ Lighting that is controlled by motion sensor.

Exterior Lighting PASSES: Design 80% better than code.

Section 5: Compliance Statement

Compliance Statement: The proposed exterior lighting design represented in this document is consistent with the building plans, specifications and other calculations submitted with this permit application. The proposed lighting system has been designed to meet the 2009 IECC requirements in COM*check* Version 3.9.0 and to comply with the mandatory requirements in the Requirements Checklist.

Name - Title	Signature	Date

Jeanie Bourke - RE: IMT Electrical Comcheck & Special Inspections Report

From: Edward Karpinski <ekarpinski@keville.com>
To: Jeanie Bourke <JMB@portlandmaine.gov>
Date: 12/21/2011 10:02 AM
Subject: RE: IMT Electrical Comcheck & Special Inspections Report

Jeanie,
Sorry to take so long to get back to you. The independent testing firm is Summit Environmental of Portland / Lewiston They are doing the QC testing for compaction and concrete on the site. Also for pile weld splicing the firm is QAL Testing from So. Portland. The MDOT will do additional QA testing for compaction and pier concrete. In addition the MDOT has had H&A on site to review existing soils after foundation excavation and prior to backfill for footings. To date all testing has been acceptable and meet any design criteria. Let me know if you need anything else.

If you have any questions please give a call.

Thanks,
Ed Karpinski
Construction Manager
MDOT / Keville Enterprises
Cell: 207-504-1916
ekarpinski@keville.com

From: Jeanie Bourke [mailto:JMB@portlandmaine.gov]
Sent: Friday, December 09, 2011 9:23 AM
To: Edward Karpinski
Subject: Re: IMT Electrical Comcheck & Special Inspections Report

Thanks Ed, do you have any idea when the firms or agencies doing the inspections/testing/coordination will be confirmed, these should be listed. Actually, this should be known, as the foundation permit was already issued and soils and concrete inspections are required.
Thanks.
Jeanie

>>> Edward Karpinski <ekarpinski@keville.com> 12/8/2011 5:02 PM >>>
Hi Jeanie,
Attached are the final reports you were looking for.

If you have any questions please give a call.

Thanks,
Ed Karpinski
Construction Manager
MDOT / Keville Enterprises
Cell: 207-504-1916
ekarpinski@keville.com