

Spauling Engineering and Construction Services, Inc.

24 Common Street ~ Waterville, Maine 04901
Phone (207) 861-9923 ~ Fax (207) 861-9923

PROJECT: New Portland Service Building
Five (5) Foot East Truck Bay Building Addition
Punch List
Portland, Maine
DATE: Thursday, December 29, 2011

ATTENDEES:

Central Maine Power Company

Bob Meader
Steve Willette

Spaulding Engineering (SECS)

Dan Spaulding

H.E. Callahan Construction Co.

Jonathan Blanchard

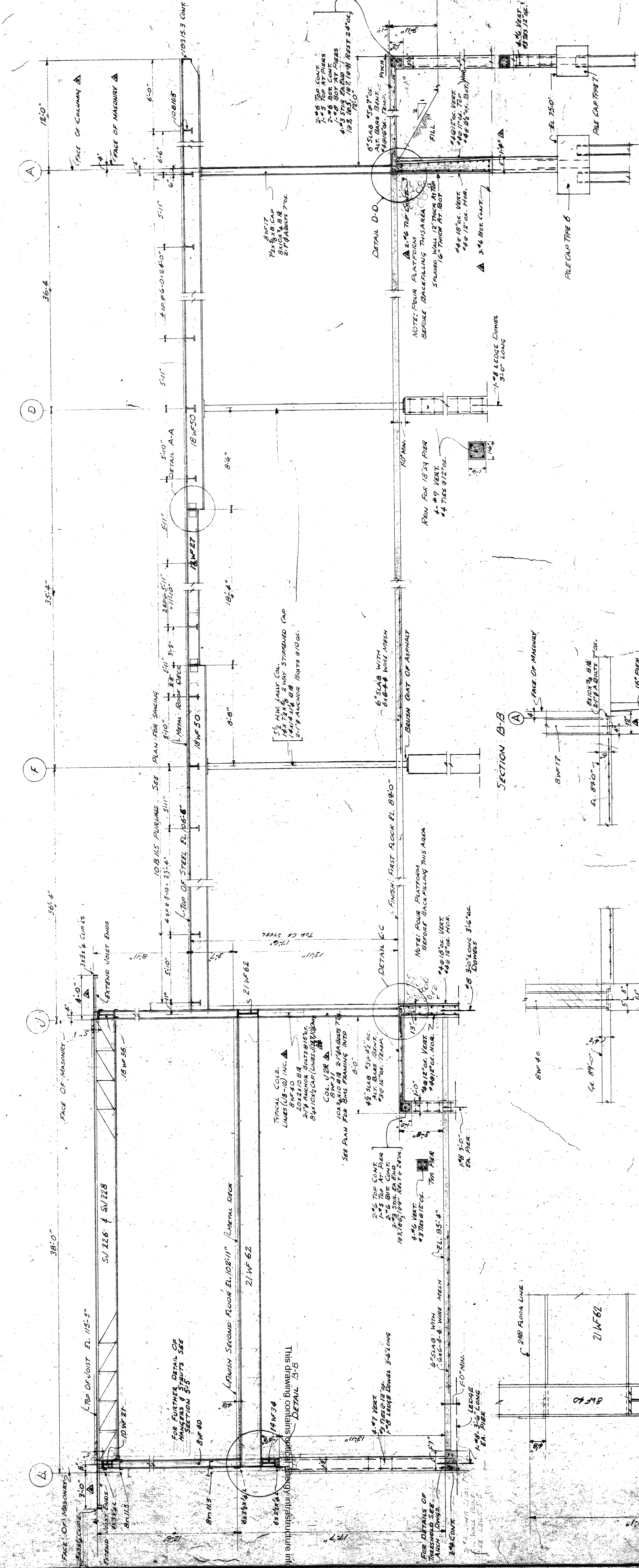
PUNCH LIST ITEMS

1. H.E. Callahan and Overhead Door Company have supported the door motors by extending partial angles from the door header beam back to the original door motor support that is fastened up to the second floor roof beams. There were no details on how to attach the new motors. Placing new motor supports 5 feet closer since the door moved 5 feet would have required tearing large holes in the ceilings to weld on brackets to the upper beams. This can still be done but would require that the holes be patched back in. Overhead Door felt the motor support extensions to the existing motor supports steel would adequately support the motor. It can safely support the weight of the motor; however, when the motor stops or is interrupted by the electric eyes and changes direction there is a high torque on the motor that creates the motor to significantly bounce and is not acceptable to CMP. H.E. Callahan will review the situation with Overhead Door and advisee CMOP and SECS. A copy of the second floor support steel drawing is attached in the event that the motor support needs to be extended to the floor beams.
2. The interior door pushbutton station was not working properly and the door operator was making noise when the door was operated in the down position. H.E. Callahan will have Overhead Door check on the pushbutton station and the door operator noise.
3. A leak was reported in the middle of overhead door #6. SECS's original design detail was changed by SMR roofers. The SMR detail is a good detail; however, it did not address the vertical seams that extend up onto the horizontal portion of the existing window sills. Also the existing window sills did not get recaulked as shown on the original detail. H.E. Callahan will need to get a detail to seal the open vertical/horizontal seams and recaulk the horizontal window seam. With the cold weather it may not be possible to do a permanent fix. SECS recommends as a minimum filling the open voids with RV sealant to get through the winter and prevent any damage to the new sheetrock. A copy of the original detail sketch is attached and photos showing the open vertical joints in the existing window trim.

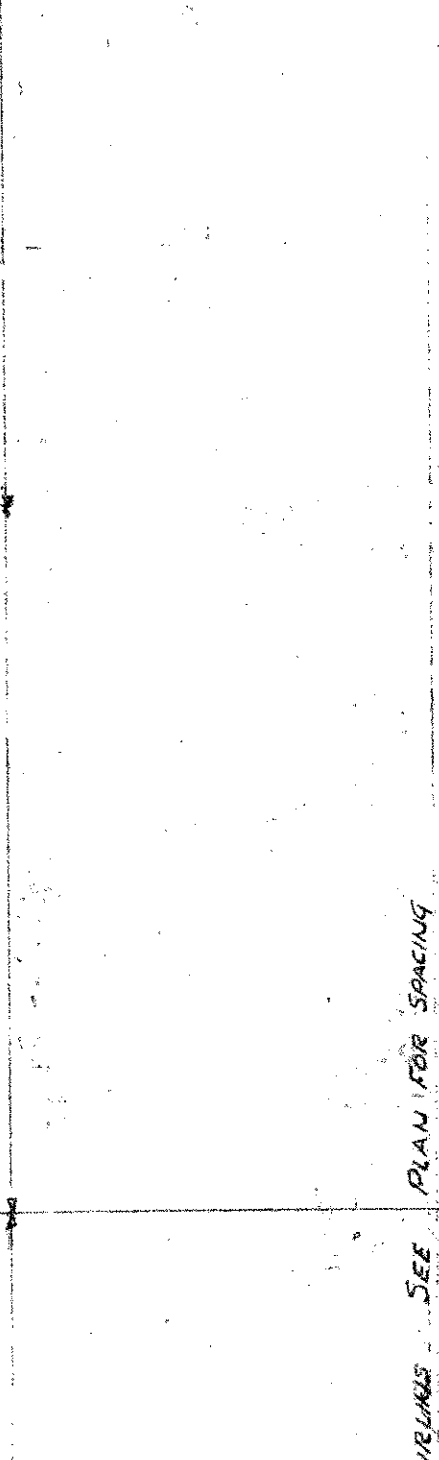
4. The exterior door channels will need to be painted in the spring since temperatures were too cold to paint at the end of the year.
5. The joint between the existing brick and new concrete wall along both side walls had been cleaned to the satisfaction of CMP and Jonathan was going to caulk the joints before he left.
6. Two (2) copies of the overhead door O&M manuals were delivered to SECS.
7. A copy of the roofing warranty was sent to SECS previously by D. LePage.

NO.	DATE	REVISION DESCRIPTION
1	7-15-34	REVISED TO CONTRACT MEMORANDUMS
2	8-24-34	GENERAL REVISIONS

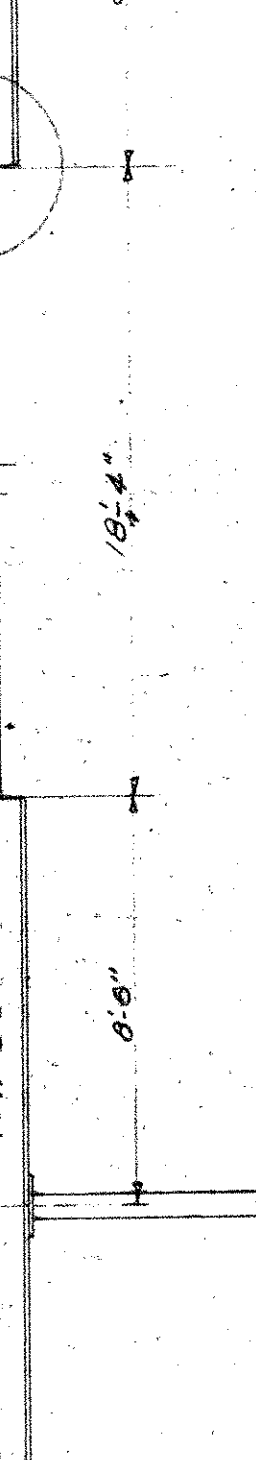
DETAIL A-A (EXPANSION JOINT)



DETAIL B-B (PIER)



DETAIL C-C



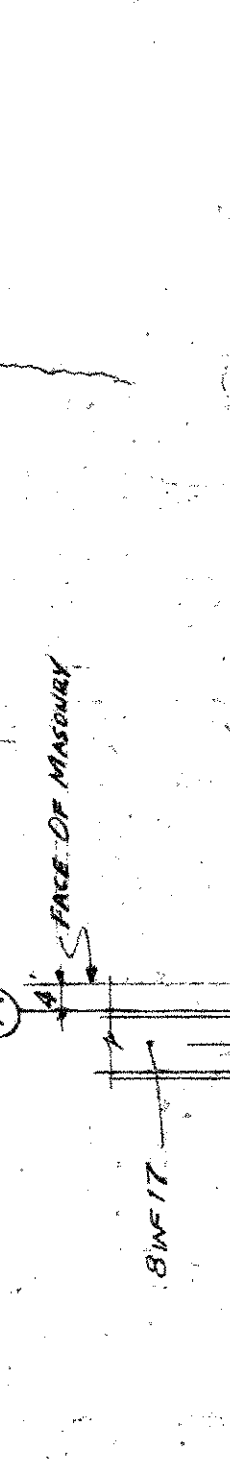
DETAIL D-D



SECTION B-B



SECTION A-A



WORK: SERVICE BUILDING, BUREAU OF GARAGE,
CENTRAL MAINE POWER COMPANY,
PORTLAND

DRAWING NO. 514
SCALE 1/4\"/>

DATE: MAY 13, 1934

DESIGNER: ALONZO J. HARRIMAN, INC., ARCHITECTS-ENGINEERS, AUBURN, MAINE.

SECTION B-B

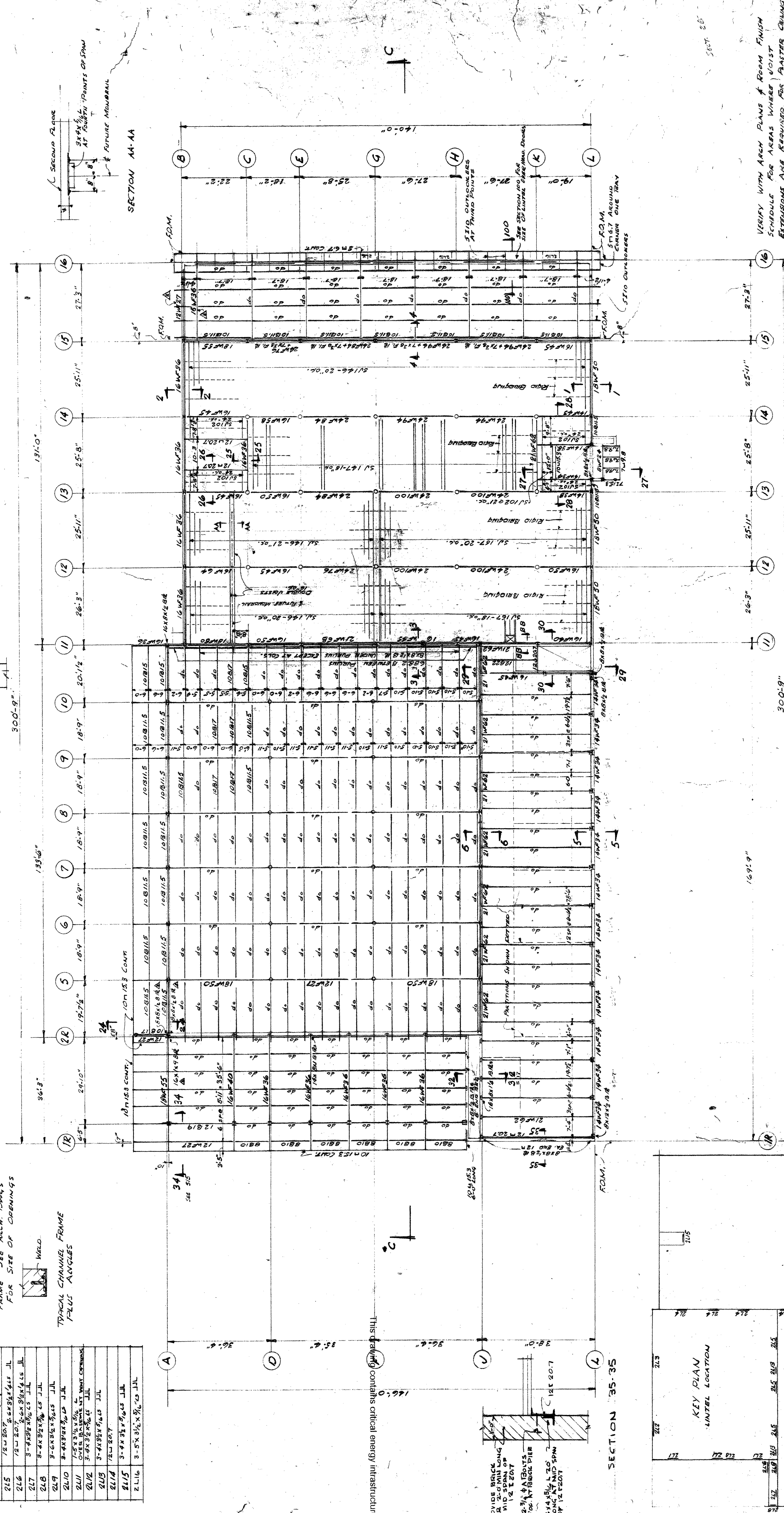
DATE: 5-7-1939

DESIGNER: STEVENS & SAUNDERS, PORTLAND, MAINE, ASSOCIATE ARCHITECTS.

5-14

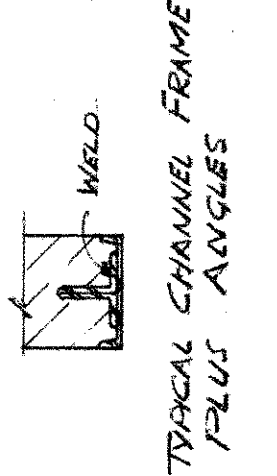
51-367

NO.	DATE	REVISION DESCRIPTION
1	Aug 25/84	REVISED FRAMING, DIMENSIONS
2	Aug 25/84	REVISED LINTELS LINE 16
3	Aug 25/84	LOCATED & FUTURE MONDAIL
4	Aug 25/84	ABS. DIMENSION
5		

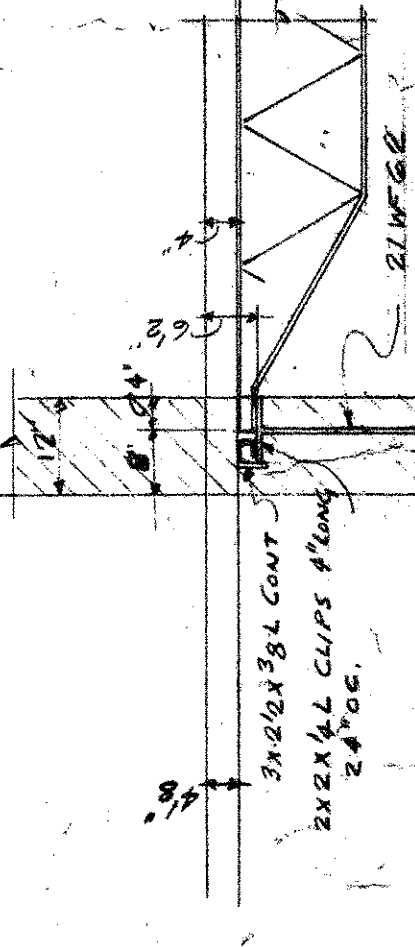
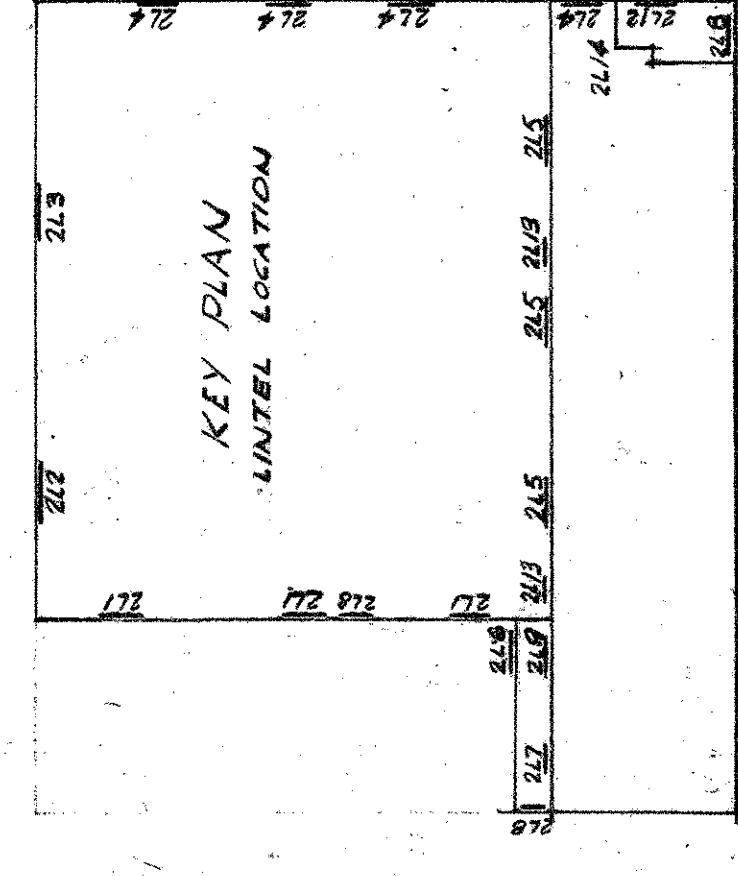
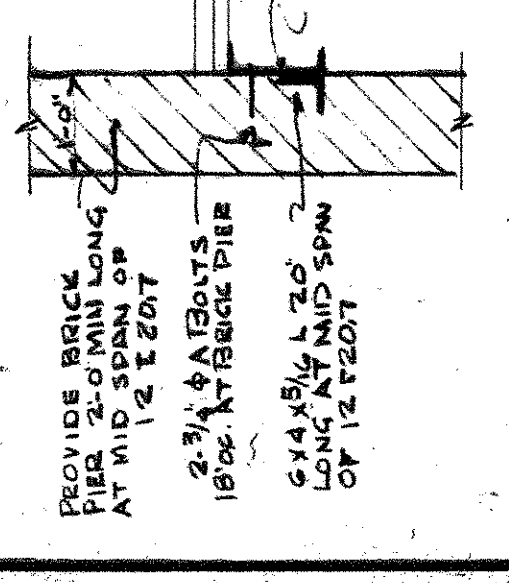


NO.	DESCRIPTION	QUANTITY	UNIT
211	2-10x16 SCHED 40	1	EA
212	2-10x16 SCHED 40	1	EA
213	2-10x16 SCHED 40	1	EA
214	2-10x16 SCHED 40	1	EA
215	2-10x16 SCHED 40	1	EA
216	2-10x16 SCHED 40	1	EA
217	2-10x16 SCHED 40	1	EA
218	2-10x16 SCHED 40	1	EA
219	2-10x16 SCHED 40	1	EA
220	2-10x16 SCHED 40	1	EA
221	2-10x16 SCHED 40	1	EA
222	2-10x16 SCHED 40	1	EA
223	2-10x16 SCHED 40	1	EA
224	2-10x16 SCHED 40	1	EA
225	2-10x16 SCHED 40	1	EA
226	2-10x16 SCHED 40	1	EA
227	2-10x16 SCHED 40	1	EA
228	2-10x16 SCHED 40	1	EA
229	2-10x16 SCHED 40	1	EA
230	2-10x16 SCHED 40	1	EA

NOTE: ALL LINTELS TO BEAR A MIN OF 8" EXCEPT CHANNEL FRAME SEE ARCH. DWGS FOR SIZE OF OPENINGS



This drawing contains critical energy infrastructure information (ceii) do not release without redaction



SECOND FLOOR AREAS CARRYING SUPER LIVE LOAD ALL OTHER SECOND FLOOR TO BE 100 PSF

STEVENS & SAUNDERS
PORTLAND, MAINE
ARCHITECTS

WORK: SERVICE BUILDING
CENTRAL MAINE POWER COMPANY
PORTLAND, MAINE

DRAWING: SECOND FLOOR & LOW ROOF FRAMING PLANS

DATE: 1/21/85
SCALE: 1/2" = 1'-0"

DESIGNED BY: ALONZO J. HARRIMAN, INC.
CHECKED BY: ALONZO J. HARRIMAN, INC.
DATE: JULY 13, 1985

5-7/8/89

VERIFY WITH ARCH PLANS & ROOM FINISH SCHEDULE FOR AREAS WHERE JOIST EXTENSIONS ARE REQUIRED FOR PLASTER CEILING.

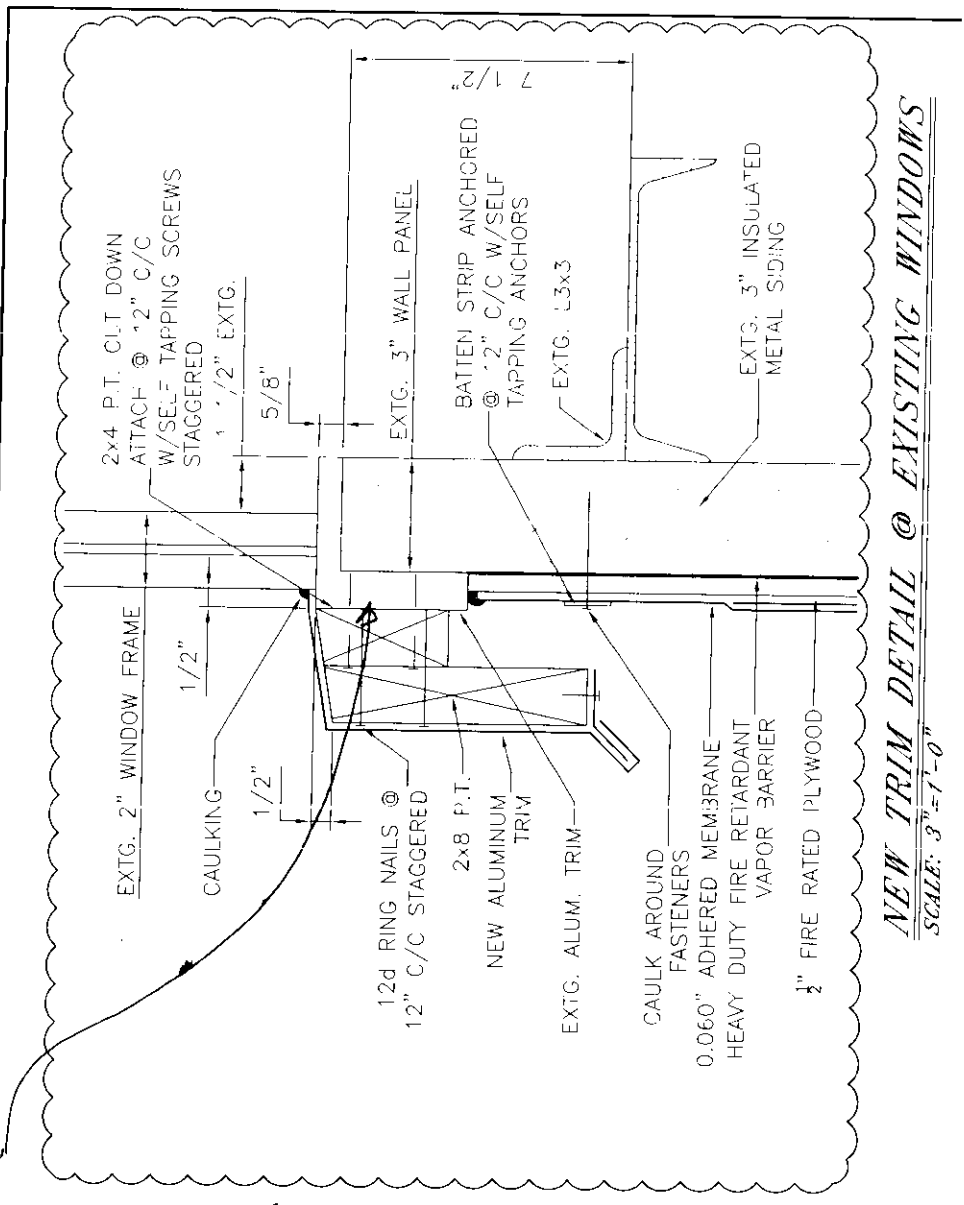
SECT. 26

S-DR

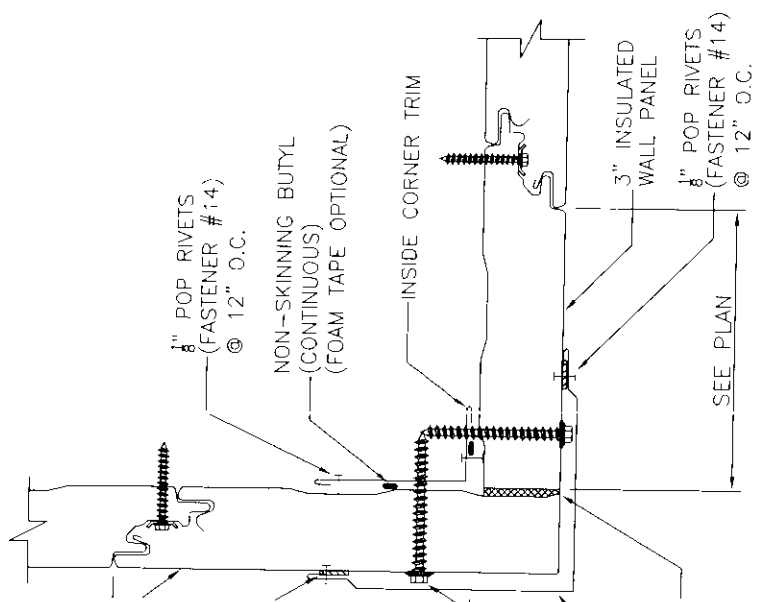
51-367

ORIGINAL DESIGN DRAWING
DES 12/30/11

THE EXISTING WINDOW TRIM WHICH WAS EXTENDED HAS A VERTICAL GAP BETWEEN SECTIONS WHICH IS NOT SEALED



NEW TRIM DETAIL @ EXISTING WINDOWS
SCALE: 3/8" = 1'-0"



METAL WALL PANEL
OUTSIDE CORNER DETAIL





Open joint in
vertical and top
horiz along window
trim

11/16/2011