City of Portland, Maine	- Building or Use 1	Permit Application	Per	mit No:	Issue Date:		CBL:	
389 Congress Street, 04101	Tel: (207) 874-8703	, Fax: (207) 874-871	6	04-1186		,	190 F00	8001
Location of Construction:	Owner Name:		Jwner	· Address:			Phone:	
91 Sewall St	Langdon Stree	t Real Estate Inc	7 Laı	ngdon S t				
Business Name:	Contractor Name	•	Contra	actor Address:			Phone	
	Patco Construc	ction	1293	3 Main St Sanf	ord		20732455	74
Lessee/Buyer's Name	Phone:		I Fou	ndation Only/	Commercial			
 ast Use: Parking Lot 'roposed Project Description: FOUNDATION ONLY for a 	2400 sq.ft. Bus Garage	(Bus wash)	Permi FIRE Signat PEDE Action Signat	UTE:	Cost of Work: \$0.0 Approved INS Denied Use Sig /TTIES DISTRIC d Approved	CE 00 PECTIC e Group: nature: (T (P.A. d w/Con Da	O District: 3 ON: C C C C C C C C C C C C C	Type: 3.8 7/0/ Denied
'ermit Taken By:	Date Applied For:			Zoning	Approval			
mj n	08/1/12004	Special Zone or Revie	ws	Zoning	g Appeal	1	Historic Pres	ervation
		Shoreland		Variance			Not in Distric	t or Landmark
		Wetland		Miscellar	ieous		Does Not Rec	juire Review
		Flood Zone		Conditior	nal Use		Requires Rev	iew
		Subdivision		tnterpreta	tion		Approved	
		Site Plan		Approved			Approved w/0	Conditions
		Maj 🗍 Minor 🗍 MM		Denied			Denied	
		Date:		late:		late:		

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 application 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

P.1

SRG ENGINEERING, INC.

CONSULTING STRUCTURAL ENGINEERS

I	FACSIMILE TRANSMITTAL SHEET
TO Mi. Mike Nugent	FROM Steven Grant, P.E.
COMPANY City Portland	DATE 8/17/2004
PHONE NUMBER 874-8700	TOTAL NO OF PAGES INCLUDING COVER 5
FAX NUMBER 874-8716	SENDER'S REFERENCE NUMBER 04-068
RE Concord Trailways Gara	YOUR REFERENCE NUMBER
Urgent D For review	D PLEASE COMMENT D PLEASE REPLY D FOR YOUR USE

NOTES/COMMENTS:

Hello Mike,

Here are the required *City* forms (2) in addition to the "Statement of Special Inspections" (2 sheets). These are being sent at the request of Richard Day at PATCO.

Please call should you have any questions.

Best wishes.

Sincerely,

Store

Steven Grant, President

C:Richard Day @ PATCO: Fax 324-1643

PO BOX 925 52 BLUEBERRY LANE GRAY ME 04039 TEL: (207)-657-7323 FAX (207)-657-7342 THIS FAX IS INTENDED FOR THE RECIPIENT INDICATED. PLEASE CONTACT US SHOULD THE RECIPIENT NOT RECEIVE THE ENTIRE DOCUMENT(S) TRANSMITTED

AUG. 17 '04 (WED) 23:37 COMMUNICATION No: 14 PAGE. 1

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SRG JOB #04-068

S E A M

Structural	Engineering	Association	of Maine
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STATEMENT OF SPECIAL INSPECTIONS	
PROJECT: CONCORD TRAILUNAYS BUS GARAGE	
LOCATION: THOMPSONS POINT CONNECTOR ROAD	
PERMIT APPLICANT: PATCO CONSTRUCTION, FAC	
APPLICANT'S ADDRESS: 1293 MAN ST.	
SANFOR ME 04073	
STRUCTURAL ENVINEER OF RECORD: STEVEN R. GRANT SR	GENG. , INC
Name	Firm
ARCHITECT OF DECORDE JOHN W Finsieples, RA. C.	SAME [Firm

This Statement of Special Inspections is submitted in accordance with Section 1705.0 of the 1999 BOCA National Building Code. It Includes a listing of special Inspections applicable to this project as well as the name of the Special Inspector, and the names of other agencies intended to be retained for conducting these Inspections.

The Special Inspector shall keep records of all inspections listed herein, and shall furnish inspection reports to the Code Official and to the Registered Design Professional of Record. All discrepencies shall be brought to the immediate attention of the Contractor for correction. If the discrepancies are not corrected, the discrepancies shall be brought to the attention of the Code Official and to the Registered Design Professional of Record. Interim reports shall be submitted to the Code Official and to the Registered Design Professional of Record monthly, unless more frequent submissions are requested by the Code Official.

Job site **safety** is **solely** the responsibility of the Contractor. Materials and activities to be inspected are not to include the Contractor's equipment and methods used to erect or install the **materials** listed.

Prepared By: Even

SIGNATURE

DATE



Applicant's Authorizetion:

Building Code Official:

SIGNATURE 3/15/94 DATE

SIGNATURE

DATE Page 1 of 2

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SEA M

Structural I	Engineering	Association	ofMaine
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	LIST OF AGENTS
PROJECT: CONCORD TR	CAILWAYS BUS GARAGE
STRUCTURAL ENGINEER OF RECORD:	STEVEN R. GAINT Name Firm
ARCHITECT OF L'ECORD:	SRG ENGINEERING, INC. P.O. Box 925 Address GRAY, ME 04039 JOHN W. Einstedlen RA. Name I 40 SEA ROAD, KENNEGUNK, ME Address
Following is the List of Agent for this project. 1. Special Inspector STA 2. Testing Laboratory S. 3. Testing Laboratory S. 4. S. 5. S. 6. S. 9. S. 10 S.	Name Name EVEN R. GAINT, SRG EWG. A. C ROGER DOMINGO, S.W. COLE ENG.

3/15/94

Page 2 of Z

SIG JUS HUT-VEU	SRG	Jog	Ħ	04-	06	E
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•	BUILDING CODE CERTIFICATE 389 Congress St., Rm 315 Portland. ME 04101
	TO: Inspector of Buildings City of Portland, Maine Department of Planning & Urban Development Division of Housing & Community Service
•	RE: Certificate of Design
	DATE: 7-16-04
	Foundation These plans and/or specifications covering construction work on: LANGDON STRAT REAL ESTATE The DUNER CONSERVED TRALLING RUS CAPACE
	Have been designed and drawn up by the undersigned, a Maine registered architect/engineer according to the BOCA National Building Code/1999 Fourteenth Edition; and local amendments. Signature (SEAL) Stoven Title NESIDENT
	R. Grant 6875 FirmSRG ENGINEERING; INC. P.O. Box 925 GRAY, ME 04039 Address Address
	As per manne state Juny: \$50,000.00 or more in new construction, repair, expansion, addition, or modification for Building or Structures, shall be prepared by a registered design PSH 6/20/2k

TO:

1 Einsiediar, R.A.

Achier

TO: 12078748716 P.5 SRS JOG A 04-06 B



CITY OF PORTLAND MAINE 389 Congress St., Rm 315 Portland, ME 04101 Tel. - 207-874-8704 Fax - 207-874-8716

Inspector of Buildings City of Portland, Maine Plauning & Urban Development Division of Housing & Community Services

Division or Housing as Continuing Network
FROM WESIGNER: STEVEN & GRANT PRESIDENT
SRG ENGINEERING INC
P 0 - B - 925
GRAY, ME 04039
DATE 7-16. 24
CONCORD TRAILWAYS BYS GARAGE
JOUNEMEL THOMASON POINT CONNECTOR (OM)
Address of Construction: / // Sty Source and Address of Construction
THE BOCA NATIONAL BUILDING CODE/1999 Four feel (IED) 1101
Rain 1999 the Group Classification(s) F-1
* Building Code and Year Doch The December 24 00
Type of Construction STEEL Bidg. Height Biog. og. Postage
+ Science Zone HV2 D.10 (Troup Class
Dend Lond Per Sq. FL J. O.S. C. P.
T Root Snow Condition State of Son Fig. 20.2)
* Basic Wind Speed (mph)
Floor Live I med Per Sq 11
Alarm System? YesNo
Sprinkler & Alirm systems must be installed according to BOCA and ROPA Standards with opport
Portland.Fire Department.
Is structure being considered infimited new building: Yes_No
If mixed use, what subsection of 313 is being considered
Liter Occupant landing for each room of space, designed into this Project
Grant Grant
(Dacigners Semuce Signamic)
The River River Billion Billio
MUTHL NUMAS

AUG. 17 '04 (WED) 23:39 COMMUNICATION No:14 PAGE. 5

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City of Portland. M	aine - Building or Use Permi	it	Permit No:	Date Applied For:	CBL:
			04-1186	08/17/2004	190 F008001
Location of Construction:	Owner Name:		Owner Address:		Phone:
91 Sewall St	Langdon Street Real H	Estate Inc	7 Langdon St		
Business Name:	Contractor Name:		Contractor Address:		Phone
	Patco Construction		1293 Main St Sant	ford	(207) 324-5574
Lessee/Buyer's Name	Phone:		Permit Type: Foundation Only/	Commercial	
Bus Wash Facility		FOUN	IDATION ONLY f	for a 2400 sq.ft. Bus V	Wash Facility
Note: 1) A Special Inspection required.	by a design professional as recomm	nended in the Set	bago Technic's geot	echnical report dated	Ok to Issue: ☑ 6/15/04 is
Dept: Fire Note:	Status: Approved	Reviewer:	Lt. MacDougal	Approval Da	te: 06/19/2004 Ok to Issue: ☑
 that the applicant sub That the applicant ap building permit. 	mit a letter from Portland Public Wo	orks attesting to a treatment or othe	adequate sewer capa er appropriate waste	acity to service the de handling permit prio	velopment. r to issuance of a
Comments:					·

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8/17/2004-mjn: Fire and Zoning Sign off's are found on permit #041115



Report on Subsurface and Foundation Investigation

1

Proposed Bus Garage Portland Transportation Center Portland, Maine

for

Concord Trailways 7 Langdon Street Concord, NH 03301

by

Sebago Technics, Inc.

June 15.2004

One Chabot Street, P.O. Box 1339, Westbrook, Maine 04098-1339 * Ph. 207-856-0277 * Fax 856-2206





sebagotechnics.com

One Chabot Street P.O. Box 1339 Westbrook, Maine 04098-1339 Ph. 207-856-0277 Fax 856-2206

June 15, **2004** 99607

Harry Blunt, President Concord Trailways 7 Langdon Street Concord, NH 03301

Report on Subsurface and Foundation Investigation, Proposed Bus Garage Portland Transportation Center, Portland, Maine

Dear Mr. Blunt:

This report presents the results of our subsurface and foundation investigation for the proposed Bus Garage at the Portland Transportation Center at the end of Sewall Street in Portland, Maine.

In summary, it is our opinion that the proposed building may be supported on spread footing foundations bearing on undisturbed, naturally deposited soils or on compacted stone pads bearing on the existing fill materials. A slab-on-grade may be used for the lowest (ground) floor. Specific recommendations regarding foundation design and construction considerations are presented below.

Introduction

The garage will be located in a portion of the existing employee parking area in the western portion of the Transportation Center. The proposed building site is partially paved and partially landscaped. Ground surface elevations in the area vary from approximately El. 31 to El. 32.5. The garage will consist of a pre-engineered metal building with ground floor at El. 32.9.

Subsurface Exdorations

On June 4, 2004, W. H. Lavigne (WHL) excavated four test pits, TP1 to TP4, at the site at locations shown on Sheet C-1G, Site and Subsurface Exploration Plan. WHL excavated the test pits to depths below ground surface varying from 6.0 feet to 6.3 feet using a Link Belt 2700 excavator. Sebago Technics monitored the test pits and prepared the logs in Appendix A. WHL backfilled the test pits with the excavated material.

Mr. Blunt

Sebago Technics determined the locations of test pits by pacing from existing site features. Ground surface elevations at test pits was determined by linear interpolation between ground surface contours at the plotted locations.

The test pit logs and related information depict subsurface conditions and water levels at their specific locations at the time of excavation. Soil conditions at other locations may differ from conditions at these locations. Also, the passage of time may result in a change in groundwater conditions at the exploration locations.

τ C di

The test pits nountered two principal soil units at the site: fill and marine deposits. t l thickness and . descriptions of the soil units e presented below in order of increasing pth below ground surface.

Fill - Fill consists of brown, well-graded SAND with gravel (SW); to brown, silty SAND with gravel (SM); to gray brown, mottled lean CLAY (CL); to gray brown, SILT (ML). Encountered thickness varied from 1.0 foot to greater than 6.0 feet.

Marine Deposits – Marine deposits consist of brown SILT (ML); to gray brown to olive lean CLAY (CL). Test pit TP4 penetrated up to 5.0 feet into the marine deposits.

Water was not observed in the test pits. However, observations of water were made over a relatively short period of time and may not represent the stabilized groundwater level. Water levels at the site will vary with season, precipitation, temperature and construction activity in the area. Therefore, water levels during and following construction will vary from those observed in test pits.

Recommendations for Foundation Design

Recommended F Type and Design Criteria

2

The existing fill in its present condition is not considered suitable for support of the building or ground floor slab. In our opinion, the building may be supported on spread footings bearing on undisturbed, naturally deposited, inorganic soil or on compacted crushed stone placed after over excavation of the existing fill. We recommend that, where footings will bear in the existing fill, the excavation be extended to at least 1 foot below the bottom of footing, a non-woven geotextile filter fabric placed on the excavated subgrade, and refilled with ³/₄ inch crushed stone.

Footings may be proportioned for an allowable bearing stress of 2,000 pounds per square foot. All footings should be at lease 1.5 feet wide. Exterior footings should be founded at least 4.5 feet below the lowest adjacent ground surface exposed to freezing. Interior footings, if required, may be founded 1.5 feet below the ground floor slab.

Crushed stone supporting footings should extend laterally from the footings to at least the limits defined by 1 horizontal to 1 vertical lines sloped outward and downward from points located at least 2 feet horizontally beyond the bottom edges of footings.

Ground Floor Slab

We recommend that the lowest level floor slab be designed as an earth-supported slab-on-grade bearing on a minimum of 12 inches of compacted structural fill. All pavement and fill containing debris should be removed from within the building limits prior to placing fill. Proofrolling should be performed before any raise-in-grade. All fill placed below the floor slab for raises-in-grade should consist of compacted structural fill. Normal dampproofing and vapor barriers should be provided below the slab.

Seismic Design Considerations

We recommend that, if the building is designed in accordance with the seismic requirements of the latest edition of the BOCA National Building Code, the site coefficient, **S**, is 1.0; the effective peak velocity-related acceleration coefficient, Av, is 0.10; the effective peak acceleration coefficient, Aa, is 0.10. If the building is designed in accordance with the seismic requirements of the latest edition of the International Building Code, the site classification is Class D; the site response coefficient F_{a} is 1.5 for a short period spectral response acceleration S_{s} of 0.37g; the site response coefficient F_{v} is **2.4** for the 1-second period spectral response acceleration **S** acceleration **S** of 0.10g. The subgrade soils are not considered liquefaction susceptible.

Lateral Foundation Loads

We recommend that lateral loads be resisted by bottom friction on footings. We recommend that a coefficient of friction equal to 0.35 be used for footings. If this does not provide sufficient resistance, we will study the problem in more detail to take into account other factors.

Backfill Materials

Structural fill used below floor slabs and for backfill adjacent to walls should consist of sandy gravel to gravelly sand. It should be free of organic material, loam, trash, snow, ice, frozen soil and other objectionable material, and should conform to the following gradation:

Sieve Size	Percent Finer by Weight
3 in.	100
No. 4	30 to 90
No. 40	10 to 50
No. 200	0 to 8

Compacted structural fill should **be** placed in layers not exceeding eight inches in loose measure and compacted by self-propelled vibratory equipment at the approximate optimum moisture content to a dry density of at least 95 percent of the maximum dry density as determined in accordance with ASTM Test Designation D1557. In confined areas, the loose layer thickness should be reduced to $\boldsymbol{6}$ inches and compaction performed by hand-guided vibratory equipment.

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Construction Considerations

General

The primary purpose of this section of the report is to comment on items related to excavation, earthwork, and related geotechnical aspects of proposed construction. It is written primarily for the engineer having responsibility for preparation of plans and specifications. Since it identifies potential construction problems related to foundations and earthwork, it will also aid personnel who monitor the construction activity. Prospective contractors for this project must evaluate the construction problems on the basis of their own knowledge and experience in the Portland, Maine area, and on the basis of similar projects in other localities, taking into account their proposed construction methods, procedures, equipment and personnel.

Excavation, Lateral Support and Control of Water

We anticipate that foundation excavation can be accomplished with sloped open excavation through the overburden soils provided safe side slopes can be maintained. Some sloughing and raveling should be anticipated in temporary slopes. Temporary excavations should be made in accordance with all OSHA and other applicable regulatory agency requirements.

We anticipate that groundwater may be encountered at proposed subgrade level or bearing level of footings. If encountered, open pumping from sumps can likely control groundwater. In general, the contractor should control groundwater and water from runoff and other sources by methods which prevent disturbance of bearing surfaces or adjacent soils and allow construction in-the-dry.

Heparation of Slab Areas

All fill containing debris or other unsuitable material should be removed from within the slab area. The slab subgrade should be systematically proofrolled with a minimum of two coverages of fully loaded ten wheel dump trucks or other approved equipment. Any soft or unsuitable areas encountered should be excavated and replaced with compacted structural fill prior to raising the grade or slab construction.

Subgrade Preparation

The subgrade soil is susceptible to disturbance from construction traffic. Equipment and personnel should not be permitted to travel across exposed footing bearing surfaces or exposed slab subgrades. Any subgrade areas that are disturbed should be recompacted or excavated and replaced with compacted structural fill prior to placing concrete. Subgrades should be protected against freezing temperatures if exposed during construction. Final excavation to subgrade should be performed using equipment with smooth-edge buckets.

Construction Monitoring

The foundation recommendations contained herein are based on the known and predictable behavior of a properly engineered and constructed foundation. Monitoring of the foundation construction is required to enable the geotechnical engineer to keep in contact with procedures and techniques used in construction. Therefore, we recommend that a person qualified by training and experience be present to provide monitoring at the site during preparation of foundation bearing surfaces, rock blasting, and placement of compacted structural fill.

Limitations of Recommendations

This report has been prepared for specific application to the subject project in accordance with generally accepted geotechnical engineering practices. In the event that any changes in the nature, design or location of the building are planned, the conclusions and recommendations contained in this report should not be considered valid, unless the changes are reviewed and the conclusions of this report modified or verified in writing.

The recommendations presented herein are based in part on the data obtained from the referenced test pits. The nature and extent of variations between the explorations may not become evident until construction. If variations then appear evident, it will be necessary to re-evaluate the recommendations of this report.

We request that we be provided the opportunity for a general review of final design and specifications in order to determine that our earthwork and foundation recommendations have been interpreted and implemented in the design and specifications as they were intended.

It has been a pleasure to work with you on this project. Please do not hesitate to contact us if you have any questions or need additional information.

MULHHHHH

Sincerely,

SEBAGO TECHNICS, INC

Kenneth L. Recker, P.E.

Geotechnical Engineering Manager

KLR/SSS:klr/jc Enclosures:

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COMAL EN INT	Stephen S. Sawyer, P.E.	7
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Sheet C-1G	- Site and Subsurface Exploration Plan
Appendix A	- Logs of Test Pits

cc: Rick Day, PATCO Construction

Appendix A

Logs of Test Pits

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SRG ENGINEERING, INC.

CONSULTING STRUCTURAL ENGINEERS

TRANSMITTAL SHEET								
TO	FROM							
Richard Day	Steven Grant, P.E.							
COMPANY	DATE							
PATCO Construction, Inc.	8/2/2004							
MAIL/STREET	WE ARE SENDING YOU							
1293 Main St.	1 set PE stamped pla	uns: S 1, S2						
TOWN, STATE, ZIP	SENDER'S REFERENCE NUMBER	2						
Sanford, ME 04073	04-068							
RE	METHOD OF SHIPMENT							
Concord Trailways Garage-FINAL	1 st Class Mail							
☐ FOR YOUR USE I AS REQUESTED	G FOR REVIEW/COMMENT	PLEASE RESUBMIT						

NOTES/COMMENTS

Hi Rick,

Here is one set of original stamped P.E. plans that were emailed today as well. My copier ran out of toner, therefore, no copies could be made. Please be sure all previous copies of plans are destroyed, and not allowed to be used for construction.

The 9.5" thick slab is due in part to the relatively poor sub-grade soils **as** described by Ken Recker at Sebago Technics.

Thank you for using SRG Engineering for your structural engineering needs. Please call should you have any questions.

Sincerely,

Stere

Steven R. Grant, President

5RG JOB # 04-068



SNG JOB #04-068

CITY OF PORTLAND BUILDING CODE CERTIFICATE 389 Congress St., Rm 315 Portland, ME 04101 Inspector of Buildings City of Portland, Maine **TO**: Department of Planning & Urban Development Division of Housing & Community Service UE FROM: Certificate of Design RE: 16-09 DATE: FOUNDATION These plans and/or specifications covering construction work on: REAL ESTATE FAIL > OWNER STRAT NGDON BUS GARAGE ONCORD TRAILWAYS Have been designed and drawn up by the undersigned, a Maine registered architectungineer according to the BOCA National Building Code/1999 Fourteenth Edition, and local amendments. OF H Signature RSIDE Steven Title R. SRG ENGINEERING, INC. Grar Firm P.O. Box 925 GRAY, ME 04039 . Address As per Maine State I STY: \$50,000.000r more in new construction, repair, expansion, addition, or modification for Building or Structures, shall be prepared by a registered design PSH 6/20/2k

BUILDING PERMIT INSPECTION PROCEDURES Please call 874-8703 or 874-8693 to schedule your inspections as agreed upon

Permits expire in 6 months, if the project is not started or ceases for 6 months.

The Owner or their designee is required to notify the inspections office for the following inspections and provide adequate notice. Notice must be called in **48-72** hours in advance in order to schedule an inspection:

By initializing at each inspection time, you are agreeing that you understand the inspection procedure and additional fees from a "Stop Work Order" and "Stop Work Order Release" will be incurred if the procedure is not followed as stated below.

A Pre-c struction Meeting will take place upon receipt of your building permit.

oting/Building Location Inspec	tion; Prior to pouring concrete
Re-Bar Schedule Inspection:	Prior to pouring concrete
Foundation Inspection:	Prior to placing ANY backfill
Framing/Rough Plumbing/Electri	cal: Prior to any insulating or drywalling
Final/Certificate of Occupancy:	Prior to any occupancy of the structure or use. NOTE: There is a \$75.00 fee per inspection at this point.

Certificate of Occupancy is not required for certain projects. Your inspector can advise you if your project requires a Certificate of Occupancy. All projects DO require a final inspection

If any of the inspections do not occur, the project cannot go on to the next phase, REGARDLESS OF THE NOTICE OR CIRCUMSTANCES.

CERTFICATE OF OCCUPANISES MUST BE ISSUED AND PAID FOR, BEFORE THE SPACE MAY BE OCCUPIED 1111 Applicant/Designee Signature of ignature of Inspections Official CBL: 40700 Building Permit #: ______