



CITY OF PORTLAND
BUILDING CODE CERTIFICATE
389 Congress St., Room 315
Portland, Maine 04101

ACCESSIBILITY CERTIFICATE

Designer: SMRT, Inc.

Address of Project: 2360 Congress Street

Nature of Project: New 3-story office building (55,000 s.f. approximately) with site improvements including parking, drives, walks, and landscape elements.

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.

Signature: Scott L. Benson

Title: Principal

Firm: SMRT, Inc.

Address: 144 Fore Street

Portland, ME 04104

Phone: 207-772-3846





State of Maine
 Department of Public Safety
Construction Permit



Reviewed
 for Barrier
 Free

16977

Sprinkled

MAINE TURNPIKE AUTHORITY ADMINISTRATION BUILDING

Located at: EXIT 46 & CONGRESS ST.

PORTLAND

Occupancy/Use: BUSINESS

RECEIVED
 AUG 17 2007
 SMRT, INC.

Permission is hereby given to:

PETER MERFELD
 MAINE TURNPIKE AUTHORITY
 430 RIVERSIDE STREET
 PORTLAND, ME 04103

to construct or alter the afore referenced building according to the plans hitherto filed with the Commisioner and now approved.

No departure from application form/plans shall be made without prior approval in writing. This permit is issued under the provision of Title 25, Chapter 317, Section 2448 and the provisions of Title 5, Section 4594 - F.

Nothing herein shall excuse the holder of this permit for failure to comply with local ordinances, zoning laws, or other pertinent legal restrictions. Each permit issued shall be displayed/available at the site of construction.

This permit will expire at midnight on the 15 th of February 2008

Dated the 16 th day of August A.D. 2007

Commissioner

Copy-2 Architect

Comments:

SMRT INC (S BENSON)

144 FORE STREET
 PORTLAND, ME 04104

STATEMENT OF SPECIAL INSPECTIONS

PROJECT:	Maine Turnpike Authority Administration Building
LOCATION:	2360 Congress Street Portland, Maine
PERMIT APPLICANT:	Maine Turnpike Authority
APPLICANT'S ADDRESS:	430 Riverside Street Portland, Maine 04103

Structural Engineer of Record:

David A. Price, P.E.

Price Structural Engineers, Inc.

Name

Firm

Architect of Record:

Scott L. Benson, AIA

SMRT, Inc.

Name

Firm

Civil Engineer of Record:

Roland A. Lavallee, P.E.

HNTB Corporation

Name

Firm

This Statement of Special Inspections is submitted in accordance with Section 1704 of the 2003 International Building Code. It includes a "Schedule of Special Inspections" and a "Special Inspections List of Agents" specific to this project. The Special Inspector is identified in the "List of Agents."

The Special Inspector shall keep records of all inspections listed herein, and shall furnish inspection reports to the Code Official. All discrepancies will 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.

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 and install the materials listed.

Prepared by: *(Architect of Record)*

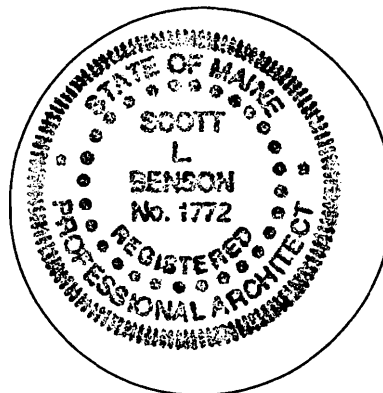
Scott L. Benson, AIA

(Name)

Scott L. Benson *8.24.07*

(Signature)

(Date)



Architect of Record's Seal

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Name

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Prepared by: *(Structural Engineer of Record)*

David A. Price, P.E.

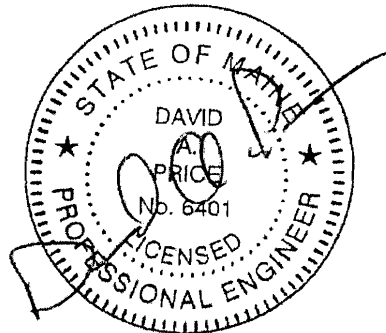
(Name)

David A. Price

(Signature)

8/24/07

(Date)



Structural Engineer of Record's Seal

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Civil Engineer of Record:

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HNTB Corporation

Name

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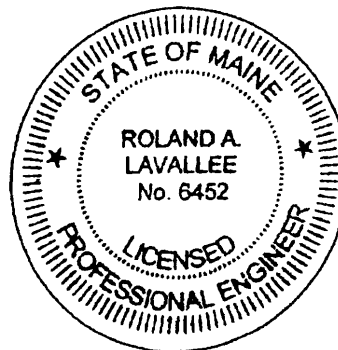
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Prepared by: *(Civil Engineer of Record)*

Roland A. Lavallee, P.E.

(Name)

Roland A. Lavallee 8/29/07
(Signature) (Date)



Civil Engineer of Record's Seal

SPECIAL INSPECTIONS - LIST OF AGENTS

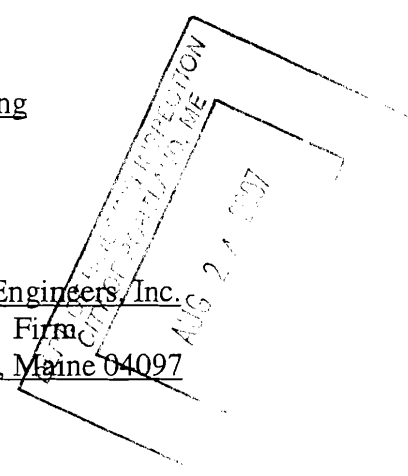
*MTA
copy*

PROJECT: Maine Turnpike Authority Administration Building

LOCATION: 2360 Congress Street, Portland, Maine

STRUCTURAL

ENGINEER OF RECORD: David Price, P.E. Price Structural Engineers, Inc.
 Name Firm
75 Farms Edge Road, North Yarmouth, Maine 04097
 Address



**ARCHITECT
OF RECORD:**

Scott L. Benson, AIA SMRT, Inc.
 Name Firm
144 Fore Street, P.O. Box 618, Portland, ME 04104
 Address

COPY

**CIVIL ENGINEER
OF RECORD:**

Roland A. Lavallee, P.E. HNTB Corp.
 Name Firm
2 Thomas Drive, Westbrook, Portland, ME 04092
 Address

Following is the list of Agents selected for performance of Special Inspections for this project.

	Type	Name	Firm
1.	S.I. Structural Eng.	David Price, P.E.	Price Structural Engineers
2.	S.I. Architect	Scott L. Benson	SMRT
3.	Arch't. Agent	William Whited, P.E.	SMRT
4.	S.I. Civil Eng.	Roland A. Lavallee, P.E.	HNTB Corporation
5.	Civil Eng. Agent	Gregory Blake, P.E.	HNTB Corporation
6.	Civil Eng. Agent	Robert Driscoll, P.E.	HNTB Corporation
7.	Geotechnical Eng.	Kenneth L. Recker, P.E.	Sebago Technics
8.	Materials Testing Agent	Mike Walsh	Summit Geoen지니어ing Services
9.			
10.			

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Name

Firm

Architect of Record:

Scott L. Benson, AIA

SMRT, Inc.

Name

Firm

Civil Engineer of Record:

Roland A. Lavallee, P.E.

HNTB Corporation

Name

Firm

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Prepared by: *(Architect of Record)*

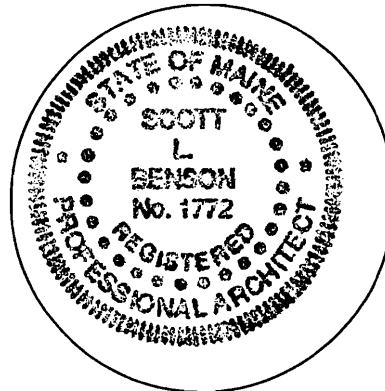
Scott L. Benson, AIA

(Name)

 8.24.07

(Signature)

(Date)



Architect of Record's Seal

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Prepared by: *(Structural Engineer of Record)*

David A. Price, P.E.

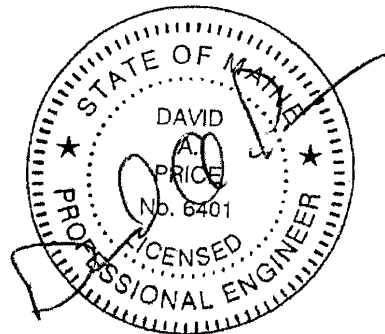
(Name)

David A. Price

(Signature)

8/24/07

(Date)



*Structural Engineer of Record's
Seal*

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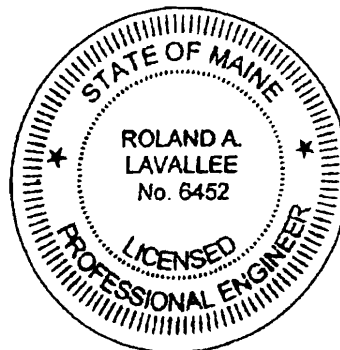
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Prepared by: *(Civil Engineer of Record)*

Roland A. Lavallee, P.E.

(Name)

Roland A. Lavallee 8/24/07
(Signature) (Date)



Civil Engineer of Record's Seal



ARCHITECTURE
ENGINEERING
PLANNING

Letter of Transmittal

<p>ATTN: Jeanie Bourke Inspection Services Division Director</p> <p>Company: City of Portland Planning & Development Dep't. Inspection Services Division 389 Congress Street Portland, ME 04101-3509 Hand Delivered</p>	<p>Date: August 24, 2007</p> <p>From: Scott L. Benson, AIA</p> <p>Re: Special Inspections Documents</p> <p>Project: Maine Turnpike Authority</p> <p>Job #: 06016</p>
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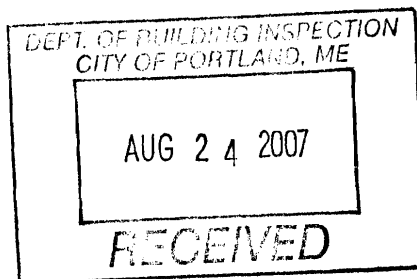
- We are sending you: Attached Under separate cover via _____ the following:
- Shop drawings Prints Plans Samples Specifications
- Copy of letter Change Order Other: See Below

Copies	Date	No	Description
2			Special Inspections List of Agents
2 each	8/24/07		Statement of Special Inspections (Structural Engineer, Civil Engineer and Architect)
2	8/23/07		Schedule of Special Inspections

- These are transmitted as checked below:
- For approval Approved as submitted Resubmit _____ copies for approval
- For your use Approved as noted Submit _____ copies for distribution
- As requested Returned for corrections Return _____ corrected prints
- For review and comment Other: _____
- For BIDS DUE _____, 20_____ Prints RETURNED AFTER LOAN to us

► Remarks:

cc: SLB, File 06016/22



144 Fore Street
PO Box 618
Portland, Maine 04104
☎ 207 772-3846
☎ 207 772-1070
www.smrtinc.com

Signature: *D. Ward for Scott Benson*

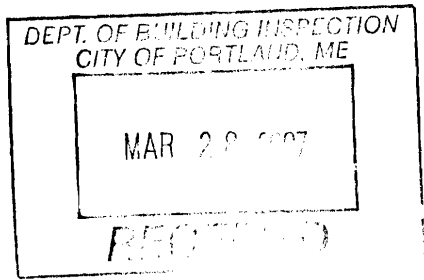
MS



Strengthening a Remarkable City. Building a Community for Life www.portlandmaine.gov

Planning and Development Department
Lee D. Urban, Director

Planning Division
Alexander Jaegerman, Director



March 27, 2007

Mark G. Johnson, ASLA
SMRT, Inc
PO Box 618
144 Fore Street
Portland, ME 04104

RE: Maine Turnpike Authority Headquarters Office Building
2360 Congress Street, Portland
ID #2006-0090, CBL #233-A004-001 and #233-A008-001

2352 Congress

Dear Mr. Johnson,

I am writing to follow up on the Planning Board Workshop held on February 27, 2007 and clarify the current status of the review and issues that need to be addressed prior to the project being considered at a Planning Board Meeting. The documents referred to were included in the Planning Board Workshop Memo and so are not attached to this letter; please let me know if you need extra copies.

1. Traffic: Based upon the discussion at the Scoping Meeting held February 22, 2007, the Planning Board Workshop and the recent staff meeting held on March 26, 2007, I understand further information including a Traffic Impact Study will be submitted regarding the following:
 - a. Further information to address the points raised in the e-mail from Tom Errico (Traffic Engineering Reviewer of Wilbur- Smith Associates) dated February 22, 2007;
 - b. Further information to address the concern raised at the Workshop regarding the possibility of congestion (both within and near the site, including near the Park and Ride facility) resulting from the access/egress of 192 cars from the site at peak hours;
 - c. Further information regarding the feasibility of integrating crosswalks and associated pedestrian request signaling at the Hutchins Drive/Congress Street intersection with a view to contributing to the pedestrian network in line with the City Ordinance requirements.

8. City Infrastructure: The City's Ordinance requires the installation of curbing and (public) sidewalks along the street frontages of the site which staff interpret as being along Congress Street and along the Connector. The proposal should include a network of public sidewalks and internal pedestrian paths that provide direct access between the site, Congress Street and local destinations (eg the Stroudwater Trail and bus stops). Staff consider that such links will necessitate the provision of "on call" pedestrian cross walks to ensure connection into the existing sidewalk network being developed along the north side of Congress Street.

The proposal also includes a pedestrian path that ends off site near the Connector. Please clarify the function of this path and who will use it and how it will link safely into nearby existing and proposed public sidewalks.

9. MDEP and FAA Approvals: Please provide confirmation that the MDEP and FAA requirements regarding the proposal have been met.
10. Maintenance and Easements: The "Easement Exhibit" has not yet been received by Staff regarding the existing easements. New easements and maintenance arrangements regarding the storm water facilities and District Road should be clarified/confirmed.
11. Neighborhood Meeting: I understand that a Neighborhood Meeting will be arranged and that you have the "packet" of information guiding its arrangements, timing, and documentation to submit prior to the Hearing,
12. Blasting: Please note that the City adopted a Blasting Ordinance in 2003 which is administered by the Fire Department. The Ordinance requires (in advance of any blasting) the submission of a Blasting Permit Application and associated blasting plans, and issuance of a Blasting Permit if the Ordinance requirements have been met.

Please contact me if you have any questions at 874-8728 or at jf@portlandmaine.gov.

Sincerely,



Jean Fraser
Planner

CC: Alexander Jaegerman, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Marge Schmuckal, Zoning Administrator
Katherine Earley, City Engineering Services Manager
Mike Farmer, Public Works Project Engineer
Jim Carmody, City Transportation Engineer
Jeff Tarling, City Arborist
Greg Cass, Fire Department Fire Prevention
Engineering Reviewers

From: Jean Fraser
To: Johnson, Mark
Date: 1/30/2007 5:20:16 PM
Subject: MTA- Application Incomplete

2 33 A004

2352 Congress St

Mark,

Prior to a proceeding to the wider review we need to be clear that the proposal meets the Zoning Requirements for this use in the I-M zone.

Marge Schmuckal is the Zoning Administrator and has a number of questions that need to be answered so that she can confirm it meets the zoning requirements. Please provide this information to me as soon as possible so that the review can proceed.

1. There are several questions relating to size of the lot. Three different lot sizes have been given: 6.78 acres, 8.02 acres and 11.86 acres. What is the actual size of this lot? We would like to see the calculations that confirm the submitted information that only 47% of the lot would be impervious under the most recent proposal received on 1/24/07.
2. It is also noted that the I-M zone requires a minimum 10' pavement setback from lot boundaries. The pavement in one area goes directly up to the property line and is in violation.
3. Could you please clarify what the concrete pads along the left hand side of the building are for? There is no communications tower shown; we would expect that that this building would require some sort of communications tower and request clarification as to whether one is proposed? (and if so, please supply details)

Please note that there are many other review issues and a formal letter will be sent regarding those once we are satisfied that the project meets the zoning requirements.

This correspondence is being sent by e-mail to save time.

Thanks
Jean (Fraser)
Planner

874 8728

CC: Barhydt, Barbara; Schmuckal, Marge

MEMORANDUM

To: FILE

From: Marge Schmuckal

Dept: Zoning

Subject: Application ID: 2006-0090

Date: 1/29/2007

This project is located within the I-M Zone - I have several questions referring to size of the lot. Three different sizes have been given, 6.78 acres, 8.02 acres and 11.86 acres. What is the actual size of this lot. I would also like to confirm the given information that only 47% of the lot would be impervious under the most recent proposal received on 1/24/07.

It is also noted that the I-M zone requires a minimum 10' pavement setback from lot boundaries. The pavement in one area goes directly up to the property line and is in violation.

Under section 14-332(t) parking is to be determined by the Planning Board. The project is over 50,000 square feet in floor area.

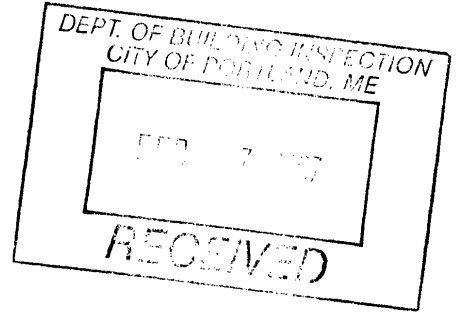
I have a further question as to what the concrete pads along the left hand side of the building are for. And I see no communications tower shown. I would think that this building would require some sort of communications tower. Is one purposed?

Marge



ARCHITECTURE
ENGINEERING
PLANNING

Comments
Submitted



February 6, 2007

Ms. Jean Fraser, Planner
City of Portland
Planning & Development Department
389 Congress Street, Room 308
Portland, ME 04101

Re: Maine Turnpike Authority – Site Plan Review Application
Portland, Maine
SMRT Project No. 06016

2360 Congress
2006-0090
233-A-004

Dear Jean,

In response to your email dated January 30, 2007 regarding information request for completeness determination of our application, we offer the following.

1. There are several questions relating to size of the lot. Three different lot sizes have been given: 6.78 acres, 8.02 acres and 11.86 acres. What is the actual size of this lot? We would like to see the calculations that confirm the submitted information that only 47% of the lot would be impervious under the most recent proposal received on 1/24/07.

lot size

The lot size is 6.77 acres as shown on the Property and Right-of-Way Plan by HNTB.

The impervious area for the lot itself, less the drives and walkways outside it connecting to the Exit 46 property, and the walking path through the PWD property (and access easement is being pursued) totals 3.10 acres. This reflects a reduction of 855 s.f. for the removal of parking to accommodate the PWD property line (see #2 below). Therefore, the impervious ratio is: $3.10 / 6.77 = 0.46$.

impervious

2. It is also noted that the I-M zone requires a minimum 10' pavement setback from lot boundaries. The pavement in one area goes directly up to the property line and is in violation.

At the beginning of the design process, it was believed that the Portland Water District easement on the northeast side of the property adjacent to the Connector road continued along the easterly edge of the lot. The final boundary research, completed just recently, revealed this not to be the case, and the plans were not adjusted accordingly. The plans are being revised, subtracting five (5) parking spaces nearest the property line, and allowing the 10-foot pavement setback. We will submit them shortly, prior to the first Workshop, and request that the review process proceeds on that basis. Please see the attached sketch outlining where the change will occur.

pavement setbacks
will change

3. Could you please clarify what the concrete pads along the left hand side of the building are for? There is no communications tower shown; we would expect that that this building would require some sort of communications tower and request clarification as to whether one is proposed? (and if so, please supply details)

SMRT
144 Fore Street
PO Box 618
Portland, Maine 04104
☎ 207 772-3846
☎ 207 772-1070

www.smrtinc.com

exempt

The four (4) cast-in-place concrete pads noted on the northeast side of the building are for mechanical equipment and an emergency generator. No communications tower is proposed. Radio communications will be accommodated by use of small, movable, antenna units placed on the roof. Please refer to the attached information regarding proposed communications.

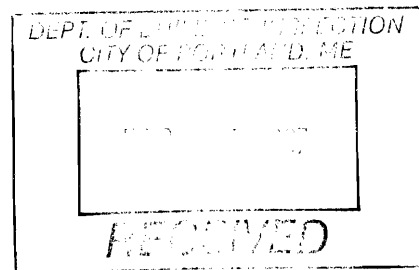
We trust the information supplied herein meets the city's needs at this time. Please let us know if you have any questions.

Sincerely,
SMRT, Inc.



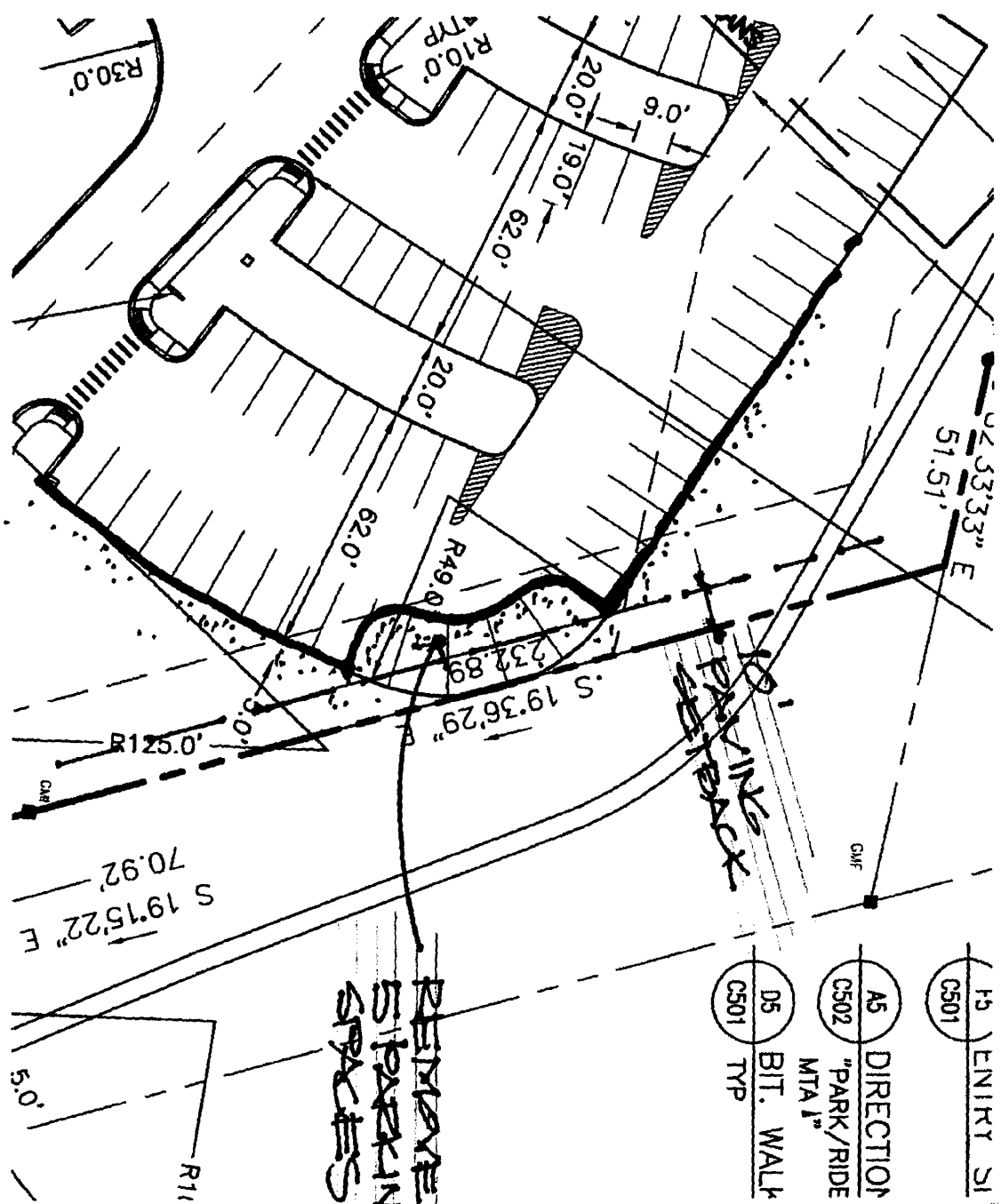
Mark G. Johnson, ASLA
Agent for the Applicant

Cc: Peter Merfeld, MTA
Bob Driscoll, HNTB
SLB, file 06016/22



MAINE TURNPIKE AUTHORITY
REVISED PARKING SPACES
SWIFT, INC.

1" = 40'



A5	DIRECTION
C502	"PARK/RIDE"
C501	MTA 1"
D5	BIT. WALL
C501	TYP

DEPT. OF BUILDING INSPECTION
CITY OF PORTLAND, ME
RECEIVED
FEB 7 2001

MTA Radio Frequency Information

Note:

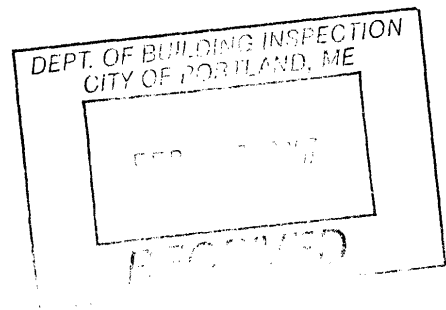
The MTA currently uses (8) antennas on their tower. The antennas on the new will be roof mounted on (4) roof top tripod units per the attached drawing.

MTA Control Channels

Ant #	Channel Name	TX	Max ERP	Center of Radiation (AMSL)	Antenna Type
#1	MAINTENANCE	156.060	50 watts	145'	Antennex, yagi, #Y1503
#2	FALMOUTH PLOW	156.075	50 watts	145'	Antennex, yagi, #Y1503
#3	GARD-KENN PLOW	156.075	50 watts	145'	Antennex, yagi, #Y1503
#4	LITCH-YORK PLW	156.075	50 watts	145'	Antennex, yagi, #Y1503
#5	SP Link North	467.250	40 watts	145'	Antennex, yagi, #Y4503
#6	SP Link South	457.675	40 watts	145'	Antennex, yagi, #Y4503

#7	MTA Back-up radio channels	110 watts	145'	Antenna Specialists/ASP680 omni-direction, fibergalss whip
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MAINTENANCE	156.060
FALMOUTH PLOW	156.075
AUBURN PLOW	156.075
GARD-KENN PLOW	156.075
LITCH-YORK PLW	156.075
MAINT. LINK	156.060
S.P. TURNPIKE	156.045
CC EMA PRIMARY	155.760
CC EMA TAC 1	155.100
CC EMA TAC 2	155.565
CC EMA TAC 3	155.685
CC EMA TAC 4	155.955
CC EMA TAC 5	155.370
HOSPITAL	155.325
YORK CNTY EMA	159.780
SP ZONE 1	155.445
SP ZONE 2	155.505
SP CAR-CAR	154.935
STATE WIDE C/C	154.695
REGION 1	154.770
REGION 2	154.800
STATE FIRE	154.310

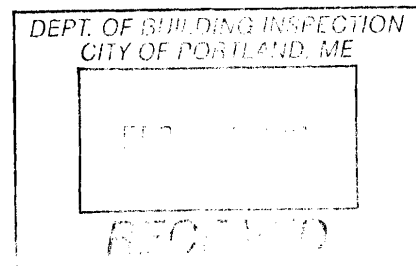


#8	DOT Channels		110 watts	145'	Antenna Specialists/ASP636
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MTA Radio Frequency Information

1/4 wave, ground plane antenna

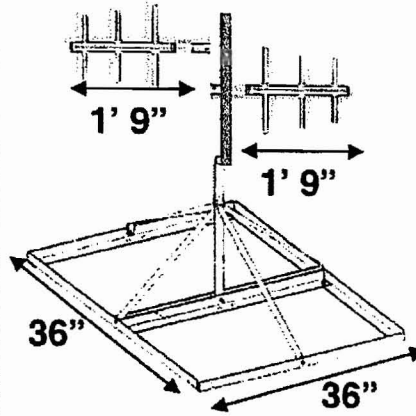
ST. FRANCIS	45.20
ST. F TALKARND	47.22
MADAWASKA	45.40
MADAW TALKARND	47.34
MORO	45.84
MORO TALKARND	47.12
PRESQUE ISLE	47.34
COOPER	45.12
COOPER TLKARND	47.34
ORLAND/YORK	45.76
ORLAND TLKARND	47.10
CARROLL	45.20
CARROL TLKARND	47.08
GARLAND	45.40
GARLND TLKARND	47.14
COBURN	47.10
COBURN TLKARND	45.76
ATHENS	45.08
ATHENS TLKARND	47.26
BOLTON HILL	45.84
BOLTON TLKARND	47.22
UNION	45.68
UNION TALKARND	47.32
GRAY	47.12
GRAY TALKARND	47.12
WATERBORO	45.16
WATER TALKARND	47.34
SCARBOROUGH	47.12
UTILITY	47.04



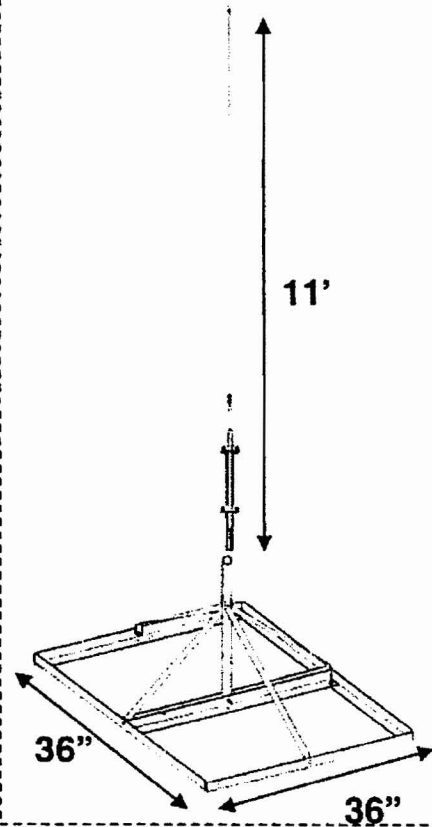


Radio Communications
Management, Inc.

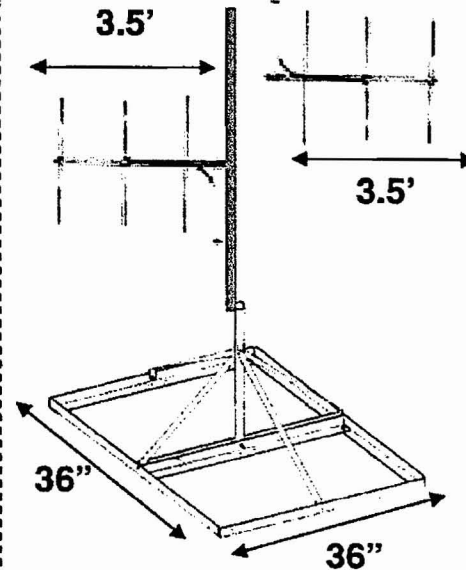
Antenna System #2 (1 each)
SP North and SP South



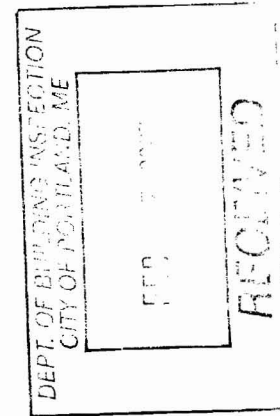
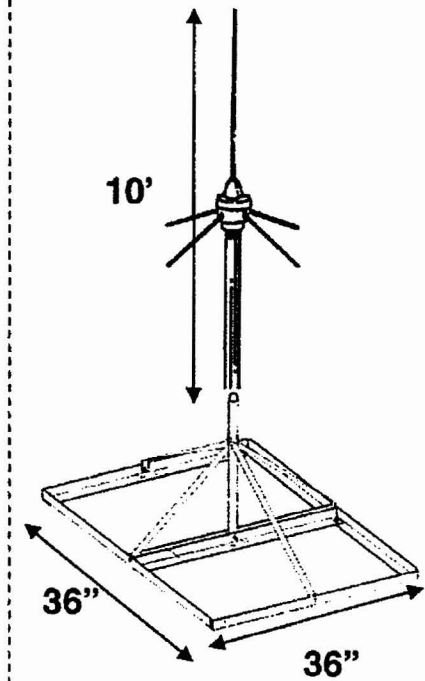
Antenna System #1 (1 each)
PD, Fire & EMS



Antenna System #3 (2 each)
MTA Maint &
(3) Plow Channels



Antenna System #3 (1 each)
DOT



From: "Mark Johnson" <MJohnson@SMRTInc.com>
To: "Jean Fraser" <JF@portlandmaine.gov>
Date: 2/6/2007 5:33:03 PM
Subject: RE: MTA info re Zoning

Jean/Marge:

Please see attached pdf. Drawings are being revised and will be submitted as soon as possible. Please call if you have any questions.

Thanks!

Mark G. Johnson, ASLA
Landscape Architect / Planner

SMRT, Inc.
144 Fore Street, P.O. Box 618
Portland, Maine 04104
Tel. (207) 772-3846
FAX (207) 772-1070
www.smrinc.com

-----Original Message-----

From: Jean Fraser [mailto:JF@portlandmaine.gov]
Sent: Tuesday, February 06, 2007 3:07 PM
To: Mark Johnson
Cc: Marge Schmuckal
Subject: MTA info re Zoning

Mark,

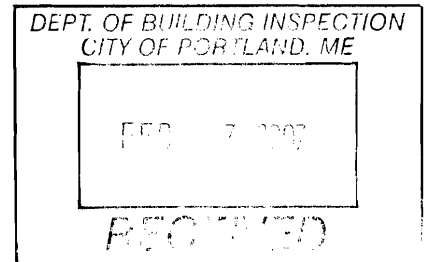
I refer to my e-mail of 1.30.2007 and our discussion on Monday when you indicated you would be able to send responses re Zoning quickly by e-mail.

I am out of the office this afternoon so please send the information direct to Marge Schmuckal (MES@portlandmaine.gov) (copied to me please) so that we can determine whether the fundamental zoning issues have been resolved...or not prior to a review meeting tomorrow morning.

Please also send revised plans (showing revised parking layout set further from lot boundary) by 10am if possible.

Thanks
Jean

CC: "Marge Schmuckal" <MES.city-gov.port-gov@portlandmaine.gov>, <PMerfeld@maineturnpike.com>, <RDRISCOLL@HNTB.com>, "Scott Benson" <SBenson@SMRTInc.com>



MEMORANDUM

To: FILE

From: Marge Schmuckal

Dept: Zoning

Subject: Application ID: 2006-0090

Date: 2/7/2007

received e-mail responses to my comments. The lot size is 6.77 acres. The impervious surface ratio is 46% and meeting the minimum requirement. Five spaces have been removed to meet the 10' pavement setback shown on an attached plan. The applicant also responded to the use of the concrete pads noted on the plans. It is noted that in the I-M Zone, emergency generators are specifically exempted from the noise standards.

Marge

CITY OF PORTLAND, MAINE
PLANNING BOARD

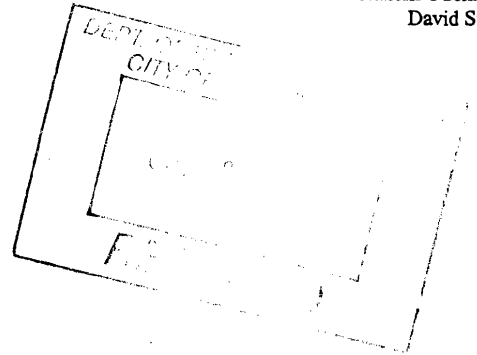
merge

Michael J. Patterson, Chair
Janice E. Tevanian, Vice Chair
Kevin Beal
Bill Hall
Lee Lowry III
Shalom Odokara
David Silk

July 24, 2007

Mark G. Johnson, ASLA
SMRT Inc.
PO Box 618, 144 Fore Street
Portland, ME 04104

Maine Turnpike Authority
430 Riverside Street
Portland, ME 04103



**RE: Maine Turnpike Authority Headquarters Office Building
2360 Congress Street, Portland
Site Plan Application ID #2006-0090
CBL #233-A004-001 and #233-A008-001**

Dear Mr. Johnson:

On May 8, 2007 the Portland Planning Board considered the proposal for a new three story (54,817 sq ft) "headquarters" office building at the southwest corner of the intersection of Congress Street and Hutchins Drive.

At the applicants request the Planning Board reconsidered the wording of Motion I and the inclusion of Condition xiii of Motion III 2, which were subsequently revised by the Planning Board on June 12, 2007 and July 10, 2007 respectively. The Planning Board also amended Condition vii of Motion III 2 on June 12, 2007 to clarify its intent.

The Approval was granted for the project by the following motions:

- I. That pursuant to Section 14-506 (b) of the Land Use Code, the Portland Planning Board voted 5-0 (Beal and Odokara absent) to waive the requirement for a sidewalk along the frontage to the Airport Connector, as the Planning Board found that two of the following criteria apply, namely that: A) There is no reasonable expectation for pedestrian usage coming from, going to and traversing the site; and C) A safe alternative-walking route is reasonably available, for example, by way of a sidewalk on the other side of the street.
- II. That pursuant to Section 14-525 (i) of the Land Use Code, the Portland Planning Board voted 6-0 (Beal absent) to waive the Site Lighting Standards contained within the City's Technical and Design Standards and Guidelines (Section XV 3, which requires all lighting fixtures to be of the "cut off" type) to allow for the proposed façade lighting and spotlighting, subject to the lighting proposal being reviewed and approved by both the Planning Authority and the FAA prior to the issuance of a Certificate of Occupancy. This waiver is given in recognition of the applicant's objective to provide architectural accent lighting.

III. That on the basis of plans and materials submitted by the applicant, the information contained in Planning Report #19-07, #19-07A and Planning Board Memorandum of July 10, 2007, relevant to standards for site plan regulations, relevant legislation, testimony presented at the public hearing, and other findings as follows, the Portland Planning Board voted 6-0 (Beal absent) (except for Conditions vii and xiii) that:

1. The site plan proposed is in conformance with 23 MRSA 704-A and Chapter 305 Rules and Regulations pertaining to Traffic Movement Permits.
2. The site plan is in conformance with the site plan standards of the land use code with the following conditions of approval:
 - i. That the applicant receives and submits all required permits from the MDEP and FAA prior to the issuance of a building permit; and
 - ii. That the applicant obtains all necessary easements from the PWD and any other parties, which easements are subject to the review and approval of Corporation Counsel, prior to the issuance of a building permit; and
 - iii. That the applicant conducts a post-development monitoring study at the Jetport Connector Road/Entrance Drive, one year after the building is occupied, to determine if any traffic operations or safety problems or excessive queuing problems exist. An element of that monitoring study will be the influence /operations of the northerly Park & Ride Lot entrance and how it may impact on intersection safety and operations. In the event the study identifies problems, the applicant shall be responsible for the submission of a mitigation program approved by the City. The implementation of the mitigation program will be the responsibility of the applicant; and
 - iv. That the applicant shall shim and overlay the driveway from Congress Street to the proposed secondary access for the MTA office building prior to the issuance of a Certificate of Occupancy; and
 - v. That the applicant or any future owner of this property shall maintain, and keep free of obstructions at all times, the secondary fire access route via District Drive to ensure fire access. The secondary fire access route comprises a 20 foot wide passable travel lane between Congress Street and the building via the secondary access and District Drive; and
 - vi. That the applicant shall construct a 5-foot wide sidewalk along the north side of Congress Street, between the crosswalk at Hutchins Drive and the first drive to the east. The sidewalk shall be located to provide an esplanade along Congress Street, with the location in relation to the right of way to be as deemed appropriate by the City Traffic Engineer. The applicant shall submit a plan to the City Engineer showing a right-of-way survey and topographic survey of the sidewalk construction area and the proposed sidewalk location for the review and approval by the City Engineer. The sidewalk shall be constructed of bituminous asphalt according to the design standards adopted by the Department of Public Works and be completed prior to the issuance of a Certificate of Occupancy; and
 - vii. On June 12, 2007, the Portland Planning Board voted 5-0 (Beal and Odokara absent) that the design of the sidewalk proposed along the south side of Congress Street, the crosswalks and associated items, shall be approved by the City Engineer and constructed prior to the issuance of the Certificate of Occupancy, with the associated items including ramps, pavement markings, signage, signal modification as shown on the approved Layout Plan and outlined in bullet points two and four of the comments from the Traffic Engineering Reviewer (Tom Errico) in an e-mail of April 26, 2007; and

- viii. Prior to the issuance of a building permit the applicant shall provide a drainage maintenance agreement to the City for the proposed detention basin near Congress Street; and
- ix. That the proposed façade and spot lighting shall be reviewed and approved by the city prior to the issuance of a Certificate of Occupancy; and
- x. That the proposed signs shall be subject to detailed review and approval prior to the issuance of a Certificate of Occupancy; and
- xi. That the applicant shall incorporate convenient bicycle parking within the scheme, such proposals to be subject to review and approval prior by the Planning Authority prior to issuance of a Certificate of Occupancy, and
- xii. That the manhole covers shall be designed in accordance with the Department of Public Works Technical Guidelines; and
- xiii. On July 10, 2007, the Portland Planning Board voted 4-1 (Patterson opposed; Beal and Odokara recused) that the applicant shall provide to the City a public pedestrian easement, from both the MTA and the Portland Water District, as applicable, over and along the Congress Street sidewalk and associated ramps only; and
- xiv. That the applicant provide to the City an easement over the section of District Road within the site for the length of that road servicing the site and as shown on the plan; and
- xv. That the applicant provide to Corporation Counsel proof of right, title, and interest to construct and use the access drive to the site (from the Jetport Connector Road) over property owned by the Portland Water District.

The approval is based on the application, plans, reports and other information submitted by the applicant and on staff comments and recommendations contained in Planning Report #19-07, #19-07A and Planning Board Memorandum of July 10, 2007, standards for site plan review, and other applicable regulations, relevant legislation, and testimony presented at the Planning Board Hearing.

Please note the following provisions and requirements for all site plan approvals:

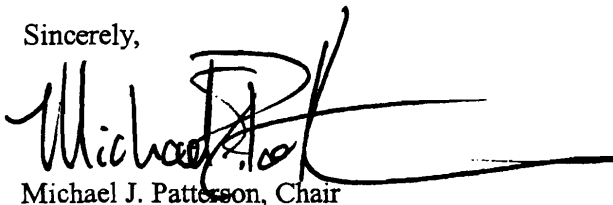
1. Updated plans meeting the Planning Board's conditions of approval must be submitted for review and approval by the Planning Office prior to the issuance of any permits.
2. The above approvals do not constitute approval of building plans, which must be reviewed and approved by Portland's Inspection Division.
3. Where submission drawings are available in electronic form, the applicant shall submit any available electronic Autocad files (*.dwg), release 14 or greater, with seven (7) sets of the final plans.
4. A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and 7 final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of the building permit. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.
5. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.

6. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
7. Prior to construction, a pre-construction meeting shall be held at the project site with the contractor, development review coordinator, Public Work's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
8. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

The Development Review Coordinator must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at the Planning Department at 874-8632. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions related to the conditions of approval or otherwise please contact Jean Fraser at 874-8728 or jf@portlandmaine.gov.

Sincerely,



Michael J. Patterson, Chair
Portland Planning Board

Enclosed: Planning Board Hearing Report #19-07, #19-07A and Planning Board Memo of July 10, 2007
Attached: E-mail of April 26, 2007 from Traffic Engineering Reviewer (Tom Errico)

cc: Lee D. Urban, Planning and Development Department Director
Alexander Jaegerman, Planning Division Director
Barbara Barhydt, Development Review Services Manager
Jean Fraser, Planner
Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Inspections Division
Michael Bobinsky, Public Works Director
Katherine Earley, Public Works Engineering Manager
Jim Carmody, City Transportation Engineer
Mike Farmer, Public Works Project Engineer
Dan Goyette, DRC
Jeff Tarling, City Arborist
Greg Cass, Fire Prevention
Assessor's Office
Approval Letter File

[E-mail from] >>> "Thomas Errico" <terrigo@wilbursmith.com> 04/26 1:19 PM >>> Jim -

The following represents my final comments for the above noted project and is based upon a review of the Traffic Impact Study prepared by HNTB dated April 11, 2007 and the layout plan prepared by SMRT dated April 12, 2007.

- * The exclusive right-turn lane on the eastbound Congress Street approach at the Hutchins Drive intersection should be extended to District Road.
- * The traffic signal shall be upgraded with "count-down" pedestrian signal heads for the two proposed crosswalk locations. The applicant shall be responsible for revising the signal timing plan at this intersection to reflect proposed traffic conditions. Modification of existing signal equipment will be the responsibility of the applicant.
- * Traffic data indicates vehicle queues on the Jetport Connector Road will block the Main Entrance to the proposed site during peak travel time periods. The following is recommended:
 - o The entrance to the Park & Ride Lot located closest to Jetport Access Road shall be closed due to its proximity to the intersection.
 - o A monitoring study¹ shall be conducted at the Jetport Connector Road/Entrance Drive to determine if any traffic operations or safety problems exist. If the study identifies problems, the applicant will be responsible for the submission of a mitigation program to be approved by the City. The implementation of the mitigation program will be the responsibility of the applicant.
- * The applicant will be responsible for the implementation of the left-turn lane on westbound Congress Street at District Road. All pavement marking and signage requirements will be the responsibility of the applicant.
- * Historically, projects in this area of the City have made financial contributions towards future infrastructure improvements at the Congress Street/Hutchins Drive intersection. I would suggest that the improvements noted above be implemented in lieu of a financial contribution.
- * At the Main Entrance intersection with the southerly Park & Ride Lot entrance, movements from the proposed MTA building are required to stop. Considering the configuration of the intersection and traffic volumes, it would seem appropriate to stop traffic exiting the Park & Ride Lot. The applicant should provide supporting documentation justifying the current traffic control arrangement.
- * The internal parking lot intersection near the main building entrance does not provide traffic control signage. The applicant should provide a recommendation for traffic control at this location.
- * A stop bar should supplement the stop sign at the internal intersection entering the site from District Road.

Please contact me if you have any questions or comments. Please add/edit as necessary and forward to Jean.

Best Regards,

Thomas A. Errico, P.E.; Senior Transportation Engineer, Wilbur Smith Associates,
59 Middle Street, Portland, Maine 04101 w: 207.871.1785 f: 207.871.5825
<mailto:TErrico@WilburSmith.com> TErrico@WilburSmith.com ; <<http://www.wilbursmith.com/>> [w.WilburSmith.com](http://www.wilbursmith.com/)

¹ Subsequently agreed that this would take place at one year after occupation.

**MAINE TURNPIKE AUTHORITY HEADQUARTERS BUILDING
VICINITY OF 2360 CONGRESS STREET
SITE PLAN REVIEW
MAINE TURNPIKE AUTHORITY, APPLICANT**

Submitted to:

Portland Planning Board
Portland, Maine

May 8, 2007

I. INTRODUCTION

On behalf of the applicant Maine Turnpike Authority, SMRT Inc has requested site plan approval for the construction of a three story 54,817 square foot "headquarters" office building, associated access, parking lot, and utility improvements. The project is located on a 6.77 acre parcel at the south east corner of the intersection of Congress Street and Hutchins Drive.

The proposed building will be occupied by MTA administration, EZ Pass Customer Service Call Center and turnpike-related Maine State Police totaling approximately 140 people. These are generally being relocated from existing premises elsewhere.

The project is located on the southwesterly corner of the intersection of Congress Street and Hutchins Drive and bounded to the southeast by the Airport Connector and to the west by District Road. The proposed building will be visible from the southeast. The site lies within about 1000 feet of both the City of Westbrook and the City of South Portland boundaries and also falls within the FAA Runway Protection Zone.

The proposal requires a number of reviews in addition to the City's review under the Site Plan Ordinance:

- MDOT Traffic Movement Permit (delegated to the City Planning Board)
- DEP Site Location of Development (SLOD) – Stormwater Management permit to be reviewed by MDEP
- NRPA Tier 1 Permit re Wetlands fill (reviewed by MDEP)
- FAA Runway Protection Zone review (FAA recommendation)

There has been one Workshop on this project where the resolution of the TMP requirements was identified as the main issue, along with the need to address several drainage and landscape concerns. The applicant was also requested to submit further information on any necessary easements/agreements, spotlighting and progress on other required permits (Staff letter of 3.27.2007 ([Attachment 29](#))).

Notices were sent to 127 area residents and interested citizens and notices also appeared in *Portland Press Herald*. The applicant held a Neighborhood Meeting on April 24, 2007 but it was not attended by any members of the public ([Attachment 32](#)). The only public comment has been received from the Portland Bicycle Pedestrian Advisory Committee (letter of 5.3.2007 in [Attachment 33](#)) relating to the role of the MTA in facilitating improved non-car transportation in this area.

II. SUMMARY OF FINDINGS

Site Area:	6.77 acres
Zoning:	I-M
Scale of Proposed building:	54,817 sq ft office building over 3 stories (45 ft above upper grade level)
Proposed parking on site:	192 spaces
Parking required by zoning:	determined by Planning Board

III. PROPOSED DEVELOPMENT

The proposed office building takes advantage of the site topography by placing the main entrance towards the southern part of the site and providing another access (for the State Police) to the lower level on west side (see Layout Plan in Attachment 37c). The building orientation to the southeast has also been influenced by the existence of ledges along the northeast and south boundaries which also constrain access and visibility to the site.

The main entrance to the building is from the Airport Connector and the applicant has included, at the request of the city, a number of local highway improvements which the city reviewers consider essential to avoid unacceptable levels of congestion and queuing times at intersections.

Extensive parking is located around three sides of the building on concentric levels, largely designed to fit into the topography. Storm water management includes a large detention pond near Congress Street and two smaller ponds outside of the site boundary to the south (on MTA land). An extension of the municipal sanitary sewer in Congress Street will be required.

The revised proposal incorporates a sidewalk along the frontage of Congress Street and additional sidewalks/paths and pedestrian crossings within and adjacent to the site to create pedestrian links between the office building and existing sidewalks on the north side of Congress Street. Extensive landscape planting is proposed within the site and the revisions include enhanced replacement and buffer/screening planting.

The project meets zoning requirements (Attachment 18) and necessitate new easements for access, drainage and utility crossings over Portland Water District land.

A Context Aerial photograph is included in Attachment 36 and the Existing Conditions Plan is in Attachment 37kk.

IV. STAFF REVIEW

The proposed development has been reviewed by staff for conformance with the relevant review standards of the Traffic Movement Permit legislation and site plan ordinances. Staff comments are highlighted in this report.

V. SITE PLAN REVIEW

1/2. Traffic

Traffic/Access

The development is proposed to be accessed by two access drives. The main entrance (visitors, most employees) is from the Airport Connector Road (Connector Road), which is a public street and has recently been upgraded to provide a detour while the Congress Street bridge over the Turnpike is rebuilt. The agreements between MTA and the City concerning the Connector are included at the back of Attachment 30.

A secondary access is via (Water) District Road for access by employees and servicing. The status of District Road is that MTA have a 60 foot easement along this drive which it shares with the City and owners of W. H. Nichols Co. property; it is not dedicated as a public street (see

Attachments 19 and 20). This drive is currently used as a service access to the Public Works Recycling area and Snow Dump/other storage and is maintained (plowed) by the City.

A Traffic Movement Permit application was made in January 2007 (Attachment 11) and further Traffic Impact information was submitted in mid April (Attachment 30) which addressed earlier traffic Engineering comments (Attachment 26). The proposals meet the requirements of the Traffic Movement Permit, which are outlined by the City's Traffic Engineering Reviewer (Tom Errico) in Attachment 35 d.

One requirement was for the creation of the right turn lane on the eastbound Congress Street approach to the Hutchins Drive intersection, which the applicant considered to be unnecessary in their letter of 4.12.07 (Attachment 31). The City Reviewers reviewed the further issues raised by the applicant but considers that this improvement is required as the intersection needs immediate upgrading in order to allow the project to proceed. The applicant has now included this improvement in their proposals, as confirmed in the letter from HNTB of 5.2.2007 (Attachment 34).

The Engineering Review confirmed that District Road needed improvement if it is proposed to be used for access and Public Works have specified that the applicant shim and overlay this drive from Congress Street to MTA's proposed secondary access (Attachment 35 c). The applicant initially indicated that they did not deem any improvements to District Road were necessary (4.12.07 letter in Attachment 31) but have now confirmed it is included in the proposals (letter from SMRT in Attachment 34).

In addition, staff had been concerned to ensure that this secondary access remained passable at all times for fire apparatus (see Attachment 25) and a suggested condition of approval has been included requiring the MTA to ensure the secondary access is passable by fire apparatus at all times. The applicant intends to develop a maintenance agreement between the applicant, city and the abutting property owner (see letter of 5.3.07 in Attachment 34) but this is not suggested as a condition of approval.

At the Planning Board Workshop the question of congestion at the main entrance was raised in view of the high numbers of exiting cars at peak hours. The applicant addressed this issue in the Traffic Impact Study and concluded (see Attachment 30 and Summary in Tab 1 of Attachment 31) that this would not be a problem. The City's Traffic Reviewer remains concerned that vehicle queues on the Connector will block the main entrance to the site during peak hour times and that the two access points to the Park & Ride parking lot may exacerbate this problem; he recommends:

"A monitoring study to be conducted at the Jetport Connector Road/Entrance Drive to determine if any traffic operations or safety problems are created by the additional traffic. (Attachment 35d)." and

"An element of that monitoring study will be the influence/operations of the northerly Park & Ride Lot entrance and how it may impact intersection safety and operations. As noted previously, if problems are identified, mitigation strategies will need to be identified by the applicant, which could include the future closure of the northerly entrance." (Attachment 35e)

The applicant has confirmed that a monitoring study will be conducted one year after the opening of the facility, or sooner if safety problems exist, and that the study and any necessary mitigation will be submitted to the city for review and approval (Attachment 34). A suggested condition of approval is included regarding this aspect of the TMP.

As with other developments along this stretch of Congress Street and Hutchins Drive, it was anticipated that this development would be requested to make a contribution to intersection improvements at Congress Street/Hutchins Drive. The Traffic Engineering Reviewers (Tom Errico and Jim Carmody) have recommended that the agreed improvements (as described above) be implemented in lieu of a financial contribution (Attachment 35 d).

Parking

The proposal includes 192 parking spaces surrounding the building on three sides. If the Section 20 Ordinance requirements for off street parking for offices was applied (eg 1 space for 400 sq ft floorspace) the requirement would be 137 parking spaces, some 55 spaces less than proposed. The applicant was requested (Attachments 23, 26 and 29) to clarify the basis of the proposed number of 192 spaces. Section 13 of the Traffic Impact Study (Attachment 30) provides a detailed explanation for the parking provision and the City's Traffic Engineering Review considers that the parking provision is adequate (Attachment 35e).

Public Transit/Alternative Modes

The Portland Bicycle Pedestrian Advisory Committee has submitted a letter on 5.3.2007 (Attachment 33a) urging the MTA to better accommodate alternative transportation modes in their proposals. While staff have not had an opportunity to raise the specifics of this letter with MTA nor investigate this issues fully, the following points should be considered:

- The applicant has incorporated sidewalks, crosswalks and associated facilities to link the office building into the Congress Street sidewalk network and the Congress Street bus stop;
- The MTA are constructing sidewalks between the MTA bridge and Blueberry Road as part of the bridge widening project;
- The City has required sidewalks along the north side of Congress Street from Blueberry Road to the point where the MTA sidewalk is proposed, potentially (if all developments go forward) creating a continuous sidewalk along the north side of Congress Street from Unum to Hutchins Drive;
- Any other site plan applications approved along this section of Congress Street will be required to provide sidewalks (the cinema development is in Westbrook);
- The applicant has made contact with METRO regarding the inclusion of the Park & Ride parking lot on a Metro bus route (confirmed in Attachment 34);
- The question of bicycle facilities along this corridor has not been considered as part of this review and the plans do not appear to include bicycle parking facilities. Staff have suggested a condition that requires the inclusion of convenient bicycle parking facilities.

3./4. Bulk, Location, Health, Safety, Air, Height of Proposed Buildings

The site is located within the I-M zone where there are dimensional requirements but no particular requirements regarding the building design.

Floor plans and elevations are included in the Plan Set (Attachment 37 bb and cc). Materials for the two lower stories are brick with granite sills and coping. Metal faced composite is used for the canopies and upper level walls. A central entrance foyer feature with porch over and wall lettering is centered in the south elevation and orientated to the new access road from the Connector. As the building does not have a "natural" street orientation, the access road and parking layout have been

designed to provide a setting for the structure. The city's Urban Design Reviewer has seen the proposals and has no comments.

SMRT have confirmed that the concrete pads along the north side of the building are for mechanical equipment/emergency generator. Small moveable antenna units will be placed on the roof of the building to provide radio communication. Sketches of the antennae are included at Attachment 17f and the highest appears to be 11-12 feet high.

Floodlighting for the building façade is included in the proposal and discussed under section 8 below. Façade signs are incorporated into the elevation designs and are considered acceptable. A separate free standing sign is proposed near the new entrance drive (illustrated in Attachment 37s) and while there are no staff objections this would be subject to a further separate review; a suggested condition is included to this effect.

5. Sewers, Stormdrains, Water

The Stormwater report is enclosed in Attachment 12 which outlines the design approach for the three proposed detention ponds and associated filters and underdrains. The detention pond near Congress Street is some 190 feet across at its longest dimension and impacts existing vegetation (shown most clearly in the Grading Plan in Attachment 37f).

During the review the Engineering Reviewer (Dan Goyette of Woodard & Curran) raised a number of concerns (Attachments 21 and 24) and the applicant has addressed all of these satisfactorily except for the diameter of the manhole covers (Attachment 35c). A suggested condition is included regarding this detail.

Provision of a trash and cardboard-recycling dumpster for the completed project has been confirmed by Waste Management in an e-mail of 1.25.2007 (Attachment 14). Capacity letters in respect of Water (Attachment 10) and Sewers (Attachment 22 and 28) have been submitted.

6. Landscaping and Existing Vegetation

In the Workshop Memo staff outlined concerns regarding the loss of existing vegetation and the need for buffer planting (Attachment 27). In response the applicant has added planting to screen and soften the parking area, better screen the detention basin and area near Congress Street, and has identified tree save areas along Congress Street and District Road. These are described in the SMRT letter of 4.12.2007 (Attachment 31) and shown on the Landscape Plans (Attachment 37 O, P, Q). The City Arborist has reviewed the revised landscape proposals and has no further comments (Attachment 35 b).

7. Soils and Drainage

See section 5 above.

8. Exterior Lighting

The proposed lighting plan/photometric site plan is included in Attachment 37 X which relates to the Electrical Site Plan in Plan ES101 (Attachment 37W); catalog cuts are included in Attachment 31. Lighting proposals include:

- low lighting for steps and walkways
- lamps on 25 feet poles for illuminating the access drive and parking areas
- lamps on 12 foot poles illuminating walkways near the building the walkway between the parking lot and Congress Street sidewalk
- facade lighting (4 No type GG as shown on ES401 (Attachment 37Y)
- spotlights for flagpoles and signs

All of the lighting other than the façade lighting and spotlights meet the City's Technical Standards. The façade lighting and spotlights technically do not meet the standards as they are not cut-off lenses. While the applicant has provided further information in Attachment 31 from a Lighting Designer which confirms that the proposed lighting meets IESNA guidelines for façade and landscape lighting applications, a waiver is required because they are not cut off type. The waiver request is contained in Attachment 31.

Staff acknowledge the objective of architectural accent lighting, which the applicant has illustrated in three-dimensional form in Attachment 34. The primary concern of staff is the intensity of the façade and spot lighting and whether there may be any light trespass over the top of the building. The applicant was requested (Attachments 23 and 29) to provide further information showing the lighting as it would impact the façade of the building and further photometric plans were submitted on 5.3.07 and are included as Attachments 37hh and ii. There has not been time for these to be reviewed and a suggested condition is included to allow for a final review of these submissions.

9. Fire

The Fire Department has indicated approval (Attachment 25) but seeks confirmation that District Road will be maintained/plowed to provide fire apparatus access. As outlined under 'Traffic' above, a suggested condition of approval has been included to address this question and the applicant has undertaken to pursue a maintenance agreement with the other parties who have a legal right to use that road.

10. City Infrastructure

The original proposals did not include any sidewalks between the office building and Congress Street and both staff and the Board requested the applicant to meet the City Ordinance and provide sidewalks to link into the existing and developing pedestrian network in this area and the nearest bus stop. After a number of meetings the applicant has submitted revised proposals (see Layout Plan in Attachment 37c) which include:

- (included in original plans) A 5 foot wide bituminous sidewalk linking the building to the edge of the new access drive (public use not precluded)
- A cross walk between this sidewalk and the other side of the new access drive to link into the Park & Ride parking lot
- A 5 foot wide bituminous public sidewalk and esplanade in the ROW along the Congress Street frontage between District Road and the Hutchins Drive/Congress Street Intersection (curbing to be relocated for the new right turn lane)
- A 5 foot wide bituminous path (lighted) between the building and the Congress Street sidewalk (public use not precluded)
- Crosswalks with associated striping, signaling and tipdowns across Congress Street and Hutchins Drive

- A small section of public sidewalk on the north side of congress Street which will connect with the section of sidewalk being constructed as part of other nearby developments (plan shows no esplanade but one should be included as far as topography allows)
- A “private” stone dust path which creates a pedestrian loop within the MTA site

The path between the building and Congress Street, the crosswalks/signaling, and the short section of sidewalk on the north side of Congress Street are considered by staff to provide an alternative to the Ordinance requirement to provide a sidewalk along the Connector. The applicant initially suggested that the paths between the building and nearby streets were “for MTA personnel and guests only” because the Connector agreement (between MTA and City) stipulates that no change in the Connector from what was constructed shall occur (section 8 of Attachment 31). However, that Agreement does not preclude provision of sidewalks with the agreement of the MTA and is not considered to hinder application of the Ordinance requirement.

For this reason the applicant was requested to submit a waiver request for the sidewalk along the Connector frontage to the site. The applicant submitted a waiver request for all of the sidewalks “on the entire frontage of the development property and specifically that portion fronting on to the highly vehicle oriented Airport Connector Road”(Attachment 34). Three of the Ordinance criteria are cited in support of this request with explanations of how those criteria are met:

1. There is no reasonable expectation for pedestrian usage coming from, going to and traversing the site.
2. A safe alternative-walking route is reasonably available, for example, by way of a sidewalk on the other side of the street.
3. Strict adherence to the sidewalk requirement would result in the loss of significant site features related to landscaping or topography that are deemed to be of a greater public value.

Staff **ONLY** support the waiver request in respect of the central portion of the Airport Connector Road and for this part of the waiver only 2. and 3. above apply. The proposals as shown on the submitted plans (specifically the Layout Plan in Attachment 37c) now include reasonably convenient and safe pedestrian connections between the proposed office building and the nearby sidewalk network and other facilities; all the paths and sidewalks shown are recommended to be a required part of the approval. Should the Board consider waving any other parts of the path/sidewalk network shown on the submitted plans, a further waiver would be required and this would not be supported by staff.

11. Easements

The applicant has indicated in Attachment 34 that there are additional easements required, particularly to allow access, drainage and utility crossings over Portland Water District land. A note from HNTB dated 5.2.2007 (Attachment 34, at end) confirms that the PWD will be considering these easement requests in May.

VI. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant, of the information contained in Planning Report #19-07 relevant to standards for site plan regulations, relevant legislation, testimony presented at the public hearing, and other findings as follows:

I. Sidewalk Waiver

The Planning Board [finds/does not] find that two of the following criteria [do/do not] apply, (namely C and F) and therefore [waives/does not waive] the requirement for a sidewalk along the frontage to the Airport Connector.

- A) There is no reasonable expectation for pedestrian usage coming from, going to and traversing the site.
- B) There is no sidewalk in existence or expected within 1000 feet and the construction of sidewalks does not contribute to the development of a pedestrian oriented infrastructure.
- C) A safe alternative-walking route is reasonably available, for example, by way of a sidewalk on the other side of the street.
- D) The reconstruction of the street is specifically identified in the first or second year of the current capital improvement program.
- E) The street has been constructed or reconstructed without sidewalks within the last 24 months.
- F) Strict adherence to the sidewalk requirement would result in the loss of significant site features related to landscaping or topography that are deemed to be of a greater public value.

II. Lighting Waiver

That the Planning Board waives the Technical Standard (Section XV 3., which requires all lighting fixtures to be of the "cut off" type) to allow for the proposed façade lighting and spotlighting, subject to the lighting proposal being reviewed and approved by both the Planning Authority and the FAA prior to the issuance of a Certificate of Occupancy. This waiver is given in recognition of the applicant's objective to provide architectural accent lighting.

III. Site Plan Approval

- 1. That the site plan proposed [is/is not] in conformance with 23 MRSA 704-A and Chapter 305 Rules and Regulations pertaining to Traffic Movement Permits.
- 2. That the site plan [is/is not] in conformance with the site plan standards of the land use code with the following conditions of approval:

Potential Conditions of Approval

- i. That the applicant receives and submits all required permits from the MDEP and FAA prior to the issuance of a building permit; and

- ii. That the applicant obtains all necessary easements from the PWD and any other parties, which easements are subject to the review and approval of Corporation Counsel, prior to the issuance of a building permit; and
- iii. That the applicant conducts a post-development monitoring study at the Jetport Connector Road/Entrance Drive to determine if any traffic operations or safety problems exist. An element of that monitoring study shall be the influence /operations of the northerly Park & Ride Lot entrance and its impact on intersection safety and operations. In the event the study identifies problems, the applicant shall be solely responsible for the submission and implementation of a mitigation program approved by the City; and
- iv. That the applicant shall shim and overlay the driveway from Congress Street to the proposed secondary access for the MTA office building prior to the issuance of a CO; and
- v. That the applicant or any future owner of this property shall maintain, and keep free of obstructions at all times, the secondary fire access route via District Drive to ensure fire access. The secondary fire access route comprises a 20 foot wide passable travel lane between Congress Street and the building via the secondary access and District Drive; and
- vi. That the applicant shall construct a 5-foot wide sidewalk along the north side of Congress Street, between the crosswalk at Hutchins Drive and the first drive to the east. The sidewalk shall be located to provide an esplanade along Congress Street, with the location in relation to the right of way to be as deemed appropriate by the City Traffic Engineer. The sidewalk shall be constructed of bituminous asphalt according to the design standards adopted by the Dept. of Public Works and be completed within one (1) year of the Issuance of a CO. The applicant shall submit a plan to the City Engineer showing a right-of-way survey and topographic survey of the sidewalk construction area and the proposed sidewalk location for the review and approval by the City Engineer; and
- vii. That the design of the sidewalk proposed along the south side of Congress Street, the crosswalks and associated items, shall be approved by the City Engineer and constructed prior to the issuance of the Certificate of Occupancy ;
- viii. Prior to the issuance of a building permit the applicant shall provide a drainage maintenance agreement to the City for the proposed detention basin near Congress Street; and
- ix. That the proposed façade and spot lighting shall be reviewed and approved by the city prior to the issuance of a Certificate of Occupancy; and
- x. That the proposed signs shall be subject to detailed review and approval prior to the issuance of a Certificate of Occupancy; and
- xi. That the applicant shall incorporate convenient bicycle parking within the scheme, such proposals to be subject to review and approval prior by the Planning Authority prior to issuance of a Certificate of Occupancy, and
- xii. That the manhole covers shall be designed in accordance with the Department of Public Works Technical Guidelines.

Attachments:

As included in the Workshop Memo (except plans)

1. Original Submission – Cover letter from SMRT and narrative of January 16, 2007
2. Original Submission- Site Plan Application
3. Original Submission- Auditors Report of March 3, 2006 (supporting financial statement available at the Hearing)
4. Original Submission – Technical Capability
5. Original Submission- Right, Title and Interest Documents
6. Original submission- Report on Subsurface and Foundation Investigation (Plan and Logs of Test Borings will be available at the Hearing)
7. Original Submission – conclusions from Traffic Movement Permit Application (full version in Attachment 11 below)
8. Original Submission – Lighting Catalog cuts (omitted from Hearing Report; now in Att. 31)
9. Original Submission – Signage Information
10. Original Submission – submitted letters re capacity, State departments
11. Traffic Permit Application dated January 19, 2007
12. Stormwater Report updated February 6, 2007
13. Public Notice of Intent to File and Public Information Meeting (Dec 19, 2006) re SLOD and Tier 1 Wetland fill application
14. Confirmation of Solid Waste disposal arrangements; e-mail from Waste Management Account Rep dated January 25, 2007
15. Zoning Administrator comments of January 29, 2007
16. Staff e-mail requesting clarification of zoning January 30, 2007
17. SMRT letter of February 6, 2007 clarifying zoning questions
18. Zoning Administrator comments of February 7, 2007
19. SMRT letter of February 7, 2007 clarifying access rights to (Water) District Road
20. City Public Works research on status of (Water) District Road February 21/22, 2007
21. Engineering (Dan Goyette, Woodard & Curran) Review Memo of February 7, 2007
22. Capacity Letter re sewer dated February 14, 2007
23. Staff letter dated February 16, 2007
24. Engineering (Dan Goyette, Woodard & Curran) Review Memo of February 21, 2007
25. Fire Department Approval and Query in e-mail dated February 21, 2007
26. Traffic Engineer (Tom Errico) confirmation re TMP Scoping Meeting issues e-mail of February 22, 2007
27. City Arborist (Jeff Tarling) comments in e-mail dated February 23, 2007

Submitted since the Workshop Memo

28. Capacity to serve letter re sanitary sewer dated February 14, 2007
29. Staff letter dated March 27, 2007
30. HNTB Traffic Impact Study submitted April 11, 2007 (excluding capacity analysis data)
31. SMRT letter of April 12, 2007 and attachments
32. Neighborhood Meeting Certification from SMRT April 25, 2007
33. Portland Bicycle Pedestrian Advisory Committee Letter dated May 3, 2007
34. SMRT letter of May 3, 2007 and attachments
35. Final Staff comments
 - a. City Public Works (Michael Farmer) memo of April 13, 2007
 - b. City Arborist (Jeff Tarling) e-mail of May 2, 2007
 - c. Engineering Review (Dan Goyette, W&C) memo of May 2, 2007
 - d. Traffic Engineering Review (Tom Errico) comments in e-mail dated April 26, 2007
 - e. Traffic Engineering Review (Tom Errico) comments in e-mail of May 5, 2007
36. Aerial Photograph provided by SMRT
37. Final Plan Set (detailed list below)

- a Cover Sheet
- b Notes and Legend
- c Layout Plan
- d Detail Layout Plan
- e Detail Layout Plan
- f Grading Plan
- g Detail Grading Plan
- h Detail Grading Plan
- i Underdrain soil filter and Detention Pond Plans and Details
- j Underdrain soil filter and Detention Pond Plans and Details
- k Utilities Plan
- l Sewer Plan and Profile
- m Sewer Details Sheet 1
- n Sewer Details Sheet 2
- o Landscape Plan
- p Detail Landscape Plan
- q Detail Landscape Plan
- r Landscape Details
- s Site Details
- t Site Details
- u Site Details
- v Site Details
- w Electrical Site Plan
- x Photometric Site Plan
- y Enlarged Site Electrical Plan
- z Second Floor Plan
- aa First Floor Plan
- bb Exterior Elevations (South and West)
- cc Exterior Elevations (North and East)
- dd Erosion and Sediment Control Plan
- ee Erosion and Sediment Control Plan Notes
- ff Erosion and Sediment Control Details
- gg Erosion and Sediment Control Details
- hh Building Façade Lighting Photometrics
- ii Building Façade Lighting Photometrics
- jj Boundary Survey
- kk Existing Conditions Plan

PLANNING BOARD REPORT #19-07A

**MAINE TURNPIKE AUTHORITY HEADQUARTERS BUILDING
VICINITY OF 2360 CONGRESS STREET
RECONSIDERATION OF CONDITIONS OF APPROVAL
MAINE TURNPIKE AUTHORITY, APPLICANT**

Submitted to:

Portland Planning Board
Portland, Maine

Submitted by:

Jean Fraser, Planner

June 12, 2007

[Suggested motion 3 tabled to July 10, 2007]

I. INTRODUCTION

On May 8th, 2007 the Planning Board approved the site plan as proposed by the Maine Turnpike Authority and reviewed in the Planning Board Report #19-07. The approval related to the proposed construction of a three story 54,817 square foot "headquarters" office building with associated access, parking lot, utility improvements and sidewalks/pathways near and within the site. The draft approval letter is included at Attachment 1 and reflects the three conditions that the Planning Board voted to add to those suggested in the Planning Board Report.

The Maine Turnpike Authority sent a letter on 5.17.2007 (Attachment 2) to the Chair of the Planning Board requesting the reconsideration of the conditions of approval to modify the language of the sidewalk waiver and to delete the associated site plan condition that the Planning Board added, which requires easements to allow public access on the sidewalks and internal pathways (including an employee wellness trail).

This letter was considered by the Planning Board on May 22, 2007 and the Board voted 4-1 (Beal abstained) to reconsider the referenced waiver/condition. At that time the Planning Board indicated that when these were reconsidered, the Planning Board would look again the whole issue of sidewalks and pedestrian access/links as they relate to this site.

The MTA met with staff on May 24th, 2007 and have submitted a revised letter dated June 1, 2007 (received June 7, 2007) which outlines their case (Attachment 3). The key points are:

- a. There is no reasonable expectation for pedestrian usage coming from, going to, or traversing the site to the rear of the site (Park & Ride Lot) and along the Connector
- b. That the safe alternative walking route is along the Congress Street corridor and no other alternative is needed within or along the MTA site
- c. Therefore there is no need for a public access easement across the MTA property ie no need for a public access easement along the Employee Wellness Trail (which the Planning Board had required by a condition).

This report provides further information and analysis as it relates to the arguments set out by the MTA and the application of the City's Sidewalk Ordinance (copy in Attachment 4) in relation to this proposal. Staff have suggested revisions to the waiver and conditions.

The reconsideration of the waiver/conditions was noticed to 128 neighbors and interested citizens, including the Portland Bicycle Pedestrian Advisory Committee who had raised concerns in a letter of 5.3.2007 and during the Hearing.

II. CONTEXT

This stretch of outer Congress Street is zoned I-M which until the late 1990s had excluded general, business and professional offices. In recent years there have been more medical and office developments and greater use of the nearby Stroudwater Portland Trail network, so the expectation of pedestrian usage has increased substantially. Staff has sought provision of sidewalks and pedestrian facilities within all of the recent developments in this area to eventually achieve a continuous sidewalk along the north side of Congress Street. The MTA bridge widening project will contribute a section of that network to the east of Blueberry Road.

Public transit in this area is poor at present but an increase in METRO frequencies/routes is possible as demand rises. The applicant has made contact with METRO regarding the inclusion of

the Park & Ride parking lot on a Metro bus route as part of their efforts to interface transit systems with the Turnpike (see Hearing Report, Attachment 34).

The Airport Connector adjacent to the site was designed and constructed quite recently without sidewalks (there are 8 foot wide shoulders) in view of its intended traffic function to serve the Turnpike. The MTA have indicated that deed restrictions on land along the Connector will prohibit further development along it.

III SIDEWALKS/PATHWAYS IN THE PROPOSED DEVELOPMENT

Attachment 7 shows the site layout as proposed, highlighted by staff to show what was included in the approved site plan in terms of sidewalks and pathways (also showing bus stop). In summary:

Congress Street Corridor (yellow on Attachment 7)

- Sidewalk (5 foot wide bituminous public walk and esplanade) along Congress Street frontage between District Road and the Hutchins Drive/Congress Street Intersection. Because the curbing needs to be relocated for the new right turn lane this sidewalk is on MTA and PWD land;
- Crosswalks with associated striping, signaling and tip downs across Congress Street and Hutchins Drive (note that the applicant is responsible for upgrading signals for the pedestrian crossings, see Attachment 6a);
- Sidewalk (50 feet long by 5 feet wide) on the north side of Congress Street between Hutchins Drive and the first driveway. This section will link into the 500 feet of new sidewalk soon to be constructed to the east. The plan shows no esplanade but one should be included as far as topography allows.

Link from the new headquarters building to the Congress Street Corridor (blue on Attachment 7)

- A 5 foot wide bituminous path (lit; 12 foot high poles) between the office building and the Congress Street sidewalk (public use not precluded)

Link from new building to access drive off the Connector (this access drive is not public street) (orange on Attachment 7)

- A 5 foot wide bituminous sidewalk linking the building to the edge of the new access drive (public use not precluded)
- A cross walk between this sidewalk and the other side of the new access drive to link into the Park & Ride parking lot

Wellness Trail (green on Attachment 7)

- An unlit 5 foot wide stone dust path of approximately 600 feet for walking/jogging that creates an internal loop between the "public" paths; proposed to be signed "Path for MTA employees only".

III ANALYSIS OF PEDESTRIAN USAGE

At the Workshops and Hearing on this project there were a number of pedestrian links that were identified as being important, as listed below. The approved proposals address all of the anticipated usage except that last one regarding pedestrian movement between the Park & Ride Lot and Congress Street.

- Provision of sidewalks along the Congress Street frontage which allows access to the bus stop on the south side of Congress Street;
- Pedestrian connection between the office building and the Congress Street sidewalk system – for staff and visitors. One suggestion was this could be routed along District Road but the applicant chose the “overland” route that more directly links into the (to be provided) cross walks at the intersection with Hutchins Drive. The crosswalks and signals and additional sidewalk construction on the north side of Congress Street were requested by staff to allow pedestrians to get to bus stops and the Stroudwater Trail system on the north side of Congress Street.
- Pedestrian connection between the new office building and the new access drive from the Connector, which was based on the expectation that a new bus stop associated with the Park & Ride Parking Lot was desirable and being encouraged. (Note that the two access points to this lot were reluctantly accepted by Traffic Engineering Reviewers based on the need for them to allow bus access);
- A pedestrian link from the Park & Ride Lot to Congress Street where it has been suggested there may be destinations for commuters, as stressed in representations/public comments from the Portland Bicycle Pedestrian Advisory Committee. MTA have confirmed that the Park & Ride lot is owned and operated by MTA for the use of turnpike users only and therefore would not require local pedestrian access. While staff support the proposal for an additional bus stop at the Park & Ride location, it would not appear to generate a need for a pedestrian link.

IV SIDEWALK WAIVER FOR SIDEWALK ALONG THE CONNECTOR

The City’s Ordinance (Attachment 4) requires a sidewalk along the Connector. The requirement does not extend to the spur off the drive towards the site as that will not be a public street; the current wording in the waiver that refers to the spur needs to be removed in any case.

The applicant has requested (6.1.07- Attachment 3) a waiver from providing a sidewalk along the Connector and provides a narrative outlining why these two criteria apply:

1. There is no reasonable expectation for pedestrian usage coming from, going to and traversing the site.(Criteria A)
2. A safe alternative-walking route is reasonably available, for example, by way of a sidewalk on the other side of the street. (Criteria C)

The question of whether to provide a sidewalk along the Connector needs to take account of the likely levels of pedestrian usage and safety. There are two pints of view:

There **MAY BE** an expectation of pedestrian usage in this corridor because:

- Joggers, walkers and cyclists have been observed to use the shoulder but no information is available as to their destination and what other alternatives are available;
- This would be the most direct link between the Park & Ride (and a potential bus stop there) and Congress Street if the role of the Park & Ride facility changed in the future.

There **IS NOT** an expectation of pedestrian usage in this corridor because:

- Pedestrian environment is extremely unpleasant along that stretch of the Connector; it is 4 lanes wide and regularly full of queuing cars. The sidewalk would be immediately adjacent to a 10 feet high rock ledge;
- According to the MTA submission (Attachment 3) the Connector will not be able to have any further development along it and therefore there it is unlikely that there will be additional pedestrian usage to support the provision of additional sidewalks and crossings along the Connector nor any future destinations.
- The City's Public Works Department does not support a sidewalk here (Attachment 6b) as it would undermine the function of the connector and never be part of a wider system; they conclude that expectation of pedestrian usage is unlikely and agree this could be a criteria for waving the requirement.

If the Planning Board finds that there is evidence of an "expectation of pedestrian usage" in this corridor then the first criteria cited by the MTA would not apply.

The second criteria may apply (ie that there is a safe alternative walking route) and the three alternatives within the current proposal are:

- "Wellness Trail": While convenient, it is not lit and therefore is only usable during daylight hours. This would be appropriate for a public recreation easement (rather than pedestrian access easement as indicated in the new condition) thus allowing jogging and walking for the public (nearby employees) and a potential 'fair-weather' link between the Park & Ride lot should any future pedestrian usage materialize.
- Internal path network: This is more circuitous as it takes pedestrians around the west side of the new building to avoid service and utility areas. However, it is lit along the whole of its length and constructed of bituminous asphalt so better in winter weather and after dark.
- Congress Street network: The MTA, as part of this proposal, are providing crosswalks, signaling upgrades and sidewalks along Congress Street (over and above the strict Ordinance requirement for the Congress Street frontage) which contribute to a safe and convenient alternative route for pedestrians generally.

Requirements related to the Congress Street sidewalk connections were set out in the Traffic Engineering memo of 4.26.2007 (Attachment 6a) which was included in the Hearing report and referred to in condition vii of the draft approval letter (Attachment 1). Staff suggest that as Condition vii is an important part of the pedestrian facilities provision that the condition should be revised slightly to clarify the applicants responsibilities for modification of the signal equipment as the approved layout plan does not have a note to this effect. The

approved layout plan does show striping of crosswalks and tipdowns which would be the responsibility of the applicant.

The "Wellness Trail" could serve as the safe alternative to a sidewalk at the Connector level if justified, but it might be more appropriate for this to be subject to a recreation easement in view of the daylight use as discussed above.

Staff confirm support for the waiver of the sidewalk along the Connector and several of the waiver criteria may apply.

DELETION OF CONDITON xiii

The MTA letter requests that the Board "remove the condition that it placed on its May 8th approval that the MTA grant a public easement across the wellness trail on its land" (quote from Attachment 3)

In fact, the condition in question relates to the entirety of the sidewalk/path network on MTA/PWD land (including the "wellness trail") as most of it (including the Sidewalk along Congress Street) is on MTA/PWD land. It states:

- xiii That the applicant shall provide to the City a public pedestrian easement, from both the MTA and the Portland Water District, as applicable, over and along the internal sidewalk and trail/ path network internal to the site; and that the sign(s) labeled "private pathway for MTA employees only" shall be removed from the plan;

If the Board considers that there is a reasonable expectation for pedestrian usage in the Connector corridor and wishes to retain the "Wellness trail" as an alternative to a sidewalk along the Connector (in addition to the pedestrian facilities in the Congress Street corridor) staff suggest (first option) that the condition xiii could be reworded to better reflect the status of this path by allowing this to be the subject of a recreation easement (rather than a pedestrian access easement) so that public access may be secured but subject to greater limitations re times of access and liability for the owners.

The second version of the Condition xiii accepts the MTA argument in relation to the "wellness trail" but retains the requirement for pedestrian easements over the remainder of the internal sidewalk/path network where they are on MTA/PWD property to safeguard public access.

VI. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant, of the information contained in Planning Report #19-07 and #19-07A relevant to standards for site plan regulations, relevant legislation, testimony presented at the public hearing, and other findings as follows:

Sidewalk Waiver

1. That the Planning Board has reconsidered the wording of the Sidewalk Waiver as approved at the May 8th, 2007 Hearing and substitutes the following wording:

That pursuant to Section 14-506 (b) of the Land Use Code, the Planning Board waives the requirement for a sidewalk along the frontage to the Airport Connector as the Planning Board found that two of the following criteria apply (namely __ and __):

- A) There is no reasonable expectation for pedestrian usage coming from, going to and traversing the site.
- B) There is no sidewalk in existence or expected within 1000 feet and the construction of sidewalks does not contribute to the development of a pedestrian oriented infrastructure.
- C) A safe alternative-walking route is reasonably available, for example, by way of a sidewalk on the other side of the street.
- D) The reconstruction of the street is specifically identified in the first or second year of the current capital improvement program.
- E) The street has been constructed or reconstructed without sidewalks within the last 24 months.
- F) Strict adherence to the sidewalk requirement would result in the loss of significant site features related to landscaping or topography that are deemed to be of a greater public value.

Site Plan Approval

- 2. That the Planning Board has reconsidered site plan conditions as approved at the May 8th, 2007 Hearing and substitutes the following wording for Condition vii:
 - (new) vii That the design of the sidewalk proposed along the south side of Congress Street, the crosswalks and associated items, shall be approved by the City Engineer and constructed prior to the issuance of the Certificate of Occupancy, with the associated items including ramps, pavement markings, signage, signal modification as shown on the approved Layout Plan and outlined in bullet points two and four of the comments from the Traffic Engineering Reviewer (Tom Errico) in an e-mail of April 26, 2007.
- 3. That the Planning Board has reconsidered site plan conditions as approved at the May 8th, 2007 Hearing and substitutes the following wording for Condition xiii:
 - (new) xiii [Option A] That the applicant shall provide to the City 1) a public recreation easement from both the MTA and the Portland Water District, as applicable, over and along the "Wellness Trail" shown as stone dust on the plan; and 2) a public pedestrian easement, from both the MTA and the Portland Water District, as applicable, over and along all the other sidewalks and trails/ paths internal to the site; and that the sign(s) labeled "private pathway for MTA employees only" shall be removed from the plan; OR
 - (new) xiii [Option B] That the applicant shall provide to the City a public pedestrian easement, from both the MTA and the Portland Water District, as applicable, over and along all the internal sidewalks and trails/ paths except for the "Wellness Trail"; OR
 - (new) xiii [Option C] That the applicant shall provide to the City a public pedestrian easement, from both the MTA and the Portland Water District, as applicable, over and along the Congress Street sidewalk and associated ramps only.

Attachments

1. Staff draft approval letter based on Planning Board decision May 8, 2007
2. MTA letter dated May 17, 2007
3. MTA letter dated June 1, 2007 and received June 7, 2007
4. Sidewalk Ordinance
5. Public Comments
 - a. Letter previously included in Hearing Report from the Portland Bicycle Pedestrian Advisory Committee dated May 3, 2007
 - b. of May 3, 2007
6. Staff Comments
 - a. Traffic Engineering Comments of April 26, 2007 (previously included in Hearing Report)
 - b. Public Works Comments of June 8th, 2007 re Connector sidewalk waiver
7. Site Plan with sidewalks/paths highlighted (staff)
8. Aerial photograph as annotated (from applicant, attached to 3. above)
9. Aerial photograph as annotated (from applicant, attached to 3. above)

Memorandum
Department of Planning and Development
Planning Division



To: Chair Patterson and Members of the Portland Planning Board

From: Jean Fraser, Planner

Date: Prepared on: July 6, 2007
Prepared for: July 10, 2007

Re: Maine Turnpike Authority Headquarters Building,
Vicinity of 2360 Congress Street
Reconsideration of Conditions of Approval: Suggested Motion 3 of
Planning Board Report #19-07A (Tabled from June 12, 2007 PB Hearing)

1. The Planning Board considered PBR #19A-07 (attached in full) at the Planning Board Hearing on June 12, 2007. The Board voted to approve the first two motions but tabled the third motion which related to the revised wording of condition xiii (under III 2.) of the original draft approval letter (Attachment 1 of the Report).
2. For the record, the PBR#19A-07 contained three motions:
 - i. **Waiver:** On June 12, 2007 the Board voted 5-0 (Beal and Odokara absent) to support a waiver for a sidewalk along the frontage to the Airport Connector as the Planning Board found that A and C of the following criteria applied:
 - A) There is no reasonable expectation for pedestrian usage coming from, going to and traversing the site.
 - B) There is no sidewalk in existence or expected within 1000 feet and the construction of sidewalks does not contribute to the development of a pedestrian oriented infrastructure.
 - C) A safe alternative-walking route is reasonably available, for example, by way of a sidewalk on the other side of the street.
 - D) The reconstruction of the street is specifically identified in the first or second year of the current capital improvement program.
 - E) The street has been constructed or reconstructed without sidewalks within the last 24 months.
 - F) Strict adherence to the sidewalk requirement would result in the loss of significant site features related to landscaping or topography that are deemed to be of a greater public value.

The waiver was supported by Public Works based on the criteria A and F (see attachment 6b to the Report) as due to the nearby ledge the introduction of a sidewalk would undermine the traffic objectives of the Connector; they also noted that pedestrian usage is highly unlikely.

It should be noted that the City's waiver criteria are not directly applicable to this situation and the Board voted to include the criteria referencing a safe alternative (C) though at the time of the vote the "safe alternative" was not identified; it could either be the "wellness trail" (colored green on Attachment 7 to the Report) or it could be the network of paths, sidewalks and street crossings that link the site into the sidewalk system that is being developed on the north side of Congress Street (yellow and pink on Attachment 7).

- ii. **Revision to Condition vii:** On June 12, 2007 the Board voted 5-0 (Beal and Odokara absent) to amend this condition to more clearly refer to all of the work (signal modifications, striping) required of the applicant in order to create the crossing from the site to the sidewalk network on the north east side of Congress Street.
- iii. **Revision to Condition xiii:** On June 12th, 2007 the Board voted on the three suggested options for rewording the condition and in each case the motion failed with a vote of 3-2 or 2-3. The Board then voted (5-0, Beal and Odokara absent) to table the motion until this meeting.

The original wording of Condition xiii (as proposed on and voted to approve on May 8th, 2007) was:

"That the applicant shall provide to the City a public pedestrian easement, from both the MTA and the Portland Water District, as applicable, over and along the internal sidewalk and trail/ path network internal to the site; and that the sign(s) labeled "private pathway for MTA employees only" shall be removed from the plan;"

The MTA requested that this Condition be removed in its entirety, which as explained in PBR#19A-07 is not acceptable as the new sidewalk along the frontage of Congress Street requires a pedestrian easement as it is outside of the ROW.

The arguments for and against each option for rewording the condition xiii (based on the Board's discussion on 6.12.07) are summarized in the table on the next page. It should be noted that prior to any vote on 6.12.07 on revising condition xiii the MTA attorney clarified that MTA would prefer to build the sidewalk along the Connector rather than agree to any pedestrian easement over the "wellness trail" noting that the MTA wished to avoid general public access in the vicinity of the MTA headquarters building.

SUMMARY OF OPTIONS FOR REWORDING CONDITION xiii (see Motion 3 in PBR #19A-07)

Option	Wording of the Option	Background to the wording/option	Arguments supporting this Option	Arguments against this Option
A	That the applicant shall provide to the City 1) a public recreation easement from both the MTA and the Portland Water District, as applicable, over and along the "Wellness Trail" shown as stone dust on the plan; and 2) a public pedestrian easement, from both the MTA and the Portland Water District, as applicable, over and along all the other sidewalks and trails/ paths internal to the site; and that the sign(s) labeled "private pathway for MTA employees only" shall be removed from the plan	Similar to the conditions approved May 8, 2007, except revising the "Wellness Trail" to be a public recreation easement (with the remainder as public pedestrian easement); this retains the spirit of the new condition with the recreation easement suggested for the "Wellness Trail" in recognition of its unlit and unpaved status as a secondary path.	<ul style="list-style-type: none"> • These paths constitute a safe alternative to a sidewalk along the Connector • The link into the Congress St. sidewalk system is not a reasonable safe alternative on its own • These paths are needed to encourage/promote pedestrian/bicycle access to properties and reduce car traffic • These paths provide additional trail routes for walkers and joggers in an area where sidewalks are along busy roads and Stroudwater trails are distant 	<ul style="list-style-type: none"> • No need for pedestrian easement (other than Congress St sidewalk) as no need for public to access this site; link into the Congress St. sidewalk system is adequate as main use is for MTA employees and visitors • Any need for walking /jogging trail is met on north side of Congress St. via Stroudwater Portland Trail system (about 2000 feet to north via Hutchins Drive) • MTA unwilling for "wellness trail" to be public access; would prefer to build sidewalk along the Connector albeit better on opposite side and high cost
B	That the applicant shall provide to the City a public pedestrian easement, from both the MTA and the Portland Water District, as applicable, over and along all the internal sidewalks and trails/ paths except for the "Wellness Trail"	As above, but omitting the "Wellness Trail" from the publicly accessible network; this reflects what staff had suggested during the original review	<ul style="list-style-type: none"> • The remaining paths provide a safe alternative, albeit not direct • The remaining paths provide some additional trails which could encourage pedestrian/cycle access to properties 	<ul style="list-style-type: none"> • No need for pedestrian easement (other than for Congress St sidewalk) as no need for public to access all of this site; link into the Congress St. sidewalk system is adequate as main use is for MTA employees & visitors • Any need for walking /jogging trails in area of site is met on north side of Congress St. via Stroudwater Portland Trail system (about 2000 feet to north via Hutchins Drive)
C	That the applicant shall provide to the City a public pedestrian easement, from both the MTA and the Portland Water District, as applicable, over and along the Congress Street sidewalk and associated ramps only.	Omits all of the paths /trails except the sidewalk along Congress St. frontage within the MTA /PWD land outside of the ROW. Staff consider this "minimum" option.	<ul style="list-style-type: none"> • Addresses MTA request but safeguards the public sidewalk along Congress St. with a pedestrian easement over the MTA/PWD land as not in ROW 	<ul style="list-style-type: none"> • Although safeguards Congress St sidewalk for public, does not provide other publicly accessible trail routes

3. RECOMMENDATION

Staff consider that the wording set out in Option C is acceptable in view of the Public Works comment (Attachment 6b of the Report), that “MTA has provided sufficient pedestrian access by ensuring that their Congress Street frontage enhances the existing pedestrian network, including the Metro Bus Stop”.

The approved waiver criteria “There is no reasonable expectation for pedestrian usage coming from, going to and traversing the site” appears to accept that there is no established need for a pedestrian route between the south (back) part of the site and Congress Street; any pedestrian demand for an east-west route is addressed by the Congress Street sidewalks. MTA are making a significant improvement to the Congress Street network through the provision of pedestrian crossings and associated signal modifications, plus a short section of new sidewalk on the north side of Congress Street to link into the system. Bicycles are able to use the roadways or roadway shoulders.

The City does not currently have any requirement under the Site Plan Ordinance for the provision of cycle and trail facilities, although these are encouraged and promoted in the Comprehensive Plan.

Attachments: PBR#19A-07 and its nine attachments

ADDENDUM NO.1
TO
CONTRACT DRAWINGS AND SPECIFICATIONS

July 27, 2007

MAINE TURNPIKE AUTHORITY
ADMINISTRATIVE BUILDING
CONTRACT NO. 2007.07

A/E PROJECT NO. 06016

The specifications and drawings are amended herein. This addendum consists of 7 pages of written text. These items replace original items previously issued or are to be added to the Bidding and Construction Documents as indicated.

Bidders are required to acknowledge receipt of this addendum on the BID FORM in the space provided. Failure to acknowledge all addenda may cause the bid to be considered not responsive to the invitation, which would require rejection of the Bid.

The Contract Documents for solicitation of Bids for the construction are hereby changed as follows:

PART I – PERTAINING TO THE SPECIFICATIONS:

1. Supplemental General Conditions:
 - a. 4.4.5: Renumber to 4.4.2.
 - b. 4.4.6: Renumber to 4.4.3.
 - c. 4.4.7: Renumber to 4.4.4.
 - d. 4.4.8: Renumber to 4.4.5.
 - e. 4.5.1: After the second sentence delete all text and replace with the following:
“Such Controversies or claims upon which the Architect has given notice and rendered a decision as provided in Subparagraph 4.4.1 shall be subject to arbitration after completing the Alternative Dispute Resolution process identified above in 4.4.2, 4.4.3, 4.4.4, and 4.4.5, and upon mutual written consent of both parties.”
 - f. 4.5.4: After the first sentence delete all text and replace with the following:
“When Arbitration may be requested. Request for arbitration of any claim may not be made until after the date on which the findings of Final ADR – Non-Binding Mediation have been published by the Mediator.”
 - g. Insert the following 11.3.7:
11.3.7: Delete the following from the end of the last sentence:
“...held by the Owner as fiduciary.”
 - h. Insert the following 13.6.1:
13.6.1: Delete 13.6.1 in its entirety, and replace with the following:
“13.6.1: Payments due and unpaid under the Contract Documents shall bear no interest.”

Handwritten signature or initials.

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2. Section 01770 – Closeout Procedures:
 - a. Revise the first sentence of 1.6, B., to read: “Maintain and submit two sets of blue- or black-line white prints...”
 - b. Revise the first sentence of 1.6, C., to read: “Submit two copies of project specifications,”
 - c. Revise the first two sentences of 1.6, D., to read: “Submit two copies of each product data submittal. Mark both sets...”
 - d. Revise the first sentence of 1.7, A. to read: “Assemble two complete sets of operation and maintenance data...”

3. Section 02530 – Sanitary Sewerage:
 - a. Revise 2.04, C., 1., a., 1. to read:
“Invert Slope: 2.5 percent through manhole.”
 - b. Delete 2.04, C., 1., b.
 - c. Delete 2.04, C., 2., b.

4. Section 02630 – Storm Drainage:
 - a. Delete 1.05, A., Item #6. Security bolts for catch basins.
 - b. Revise the end of the first sentence in 2.03, C. to read:
“...designed for H20 wheel loading, and in conformance with MaineDOT specifications for standard type A, B, and F catch basins and tops.”
 - c. Add after the last sentence in 2.03, C.:
Use Neenah Beehive grate and frame #R2560-D in unpaved areas.
 - d. Add 2.03, D. as follows:
D. Special Drain Grates and Frames: Drain grates and frames in terrace areas adjacent to building are to be 25-inch round “Star” series by Urban Accessories, Inc., Tacoma, Washington (tel. 877-487-0488). Grates to be cast iron conforming to ASTM A48 Class 35b or better. Frames to be welded steel in sizes shown. Full frame assemblies to be hot-dip galvanized after fabrication.
 - e. Revise 2.04, C., 1., a., 1. to read :
“Invert Slope: 2.5 percent through manhole.”
 - f. Delete 2.04, C., 1., a., 2. and 3.
 - g. Delete 2.04, C., 1., b., 2.

5. Section 02800 – Site Improvements:
 - a. Add Item 10 to 1.2, A. as follows:
10. Pedestrian signal at Hutchins Drive and Congress Street.
 - b. Add Item 2 to 1.3, C. as follows:
2. Pedestrian signal pole and heads.
 - c. Add Item 11 to 2.1, A. as follows:
11. Pedestrian signal: Precast concrete pedestrian pole foundations (3), pedestrian signal poles (3), pedestrian signal heads with LED indications – count down (4), pedestrian buttons and signs (4), and all associated concrete junction boxes, conduit, and wire and accessories as may be required for a fully functional pedestrian signal system. All materials and products shall conform to the latest version of MUTCD, MaineDOT Standard Specifications, and the City of Portland Standards.
 - d. Add Item B. to 3.1 as follows:
B. Install pedestrian signals as per specified standards. The pedestrian signal shall be installed on the westerly leg of Congress Street, and crossing Hutchins

Drive. The pedestrian signal poles shall be field located and the Contractor shall coordinate with the City of Portland Traffic division for final location approval. The Contractor will be responsible for modification to the signal controller, and a description of the proposed modifications to the controller shall be submitted to the City of Portland Traffic division by the Contractor for approval prior to the commencement of work.

6. 04200 - Unit Masonry:
 - a. Add Item #5 to 1.2, B.:
 5. Division 07 Section "Flashing and Trim" for formed wall sheet metal fabrications.

7. Section 061600 – Sheathing:
 - a. Add 3.2, A., Item #4 to read:
 4. Install boards butt tight typically, unless noted otherwise above.
 - b. Add 3.2, A, Item #5 to read:
 5. Repair damaged sheathing panels including but not limited to bent corners, punctures and torn facings, patch oversize gaps and openings at penetrations, and leave sheathing in an acceptable condition to receive fluid-applied membrane air barrier.
 - c. Delete subparagraph 3.3.

8. Section 07146 - Cold Fluid-Applied Waterproofing:
 - a. Revise 3.5, D., 1 to read:

Apply one or more coats of waterproofing to obtain seamless membrane free of entrapped gases, with a minimum dry film thickness of 60 mils (1.5mm).

9. 072726 - Fluid-Applied Membrane Air Barriers:
 - a. Delete 1.4, B.
 - b. Add Item #3 to 1.6, C:
 3. Verify that sheathing joints are built to tolerances described in Section 061600, that any damage to the sheathing has been repaired, and that sheathing surface is acceptable for application of the membrane air barrier.
 - c. Revise 2.1, A., 2. to read:
 - a. Membrane Air Permeance: Maximum of 0.0004 cfm/sq. ft. of surface area at 1.57-lb./sq. ft. (D.002 L/sqim at 75 Pa) pressure diffusers; ASTM E2178.
 - b. Assembly Air Permeance: Maximum of 0.0008 cfm/sq. ft. of surface area at 1.57-lb/sq. ft. (0.004 L per second per sq. m. at 75 Pa) pressure difference; ASTM E 2357.
 - c. Membrane Water Vapor Transmission: Minumum of 11 perms; ASTM E96-method B.
 - d. Revise 2.2, C. to read:

C. Flexible Membrane Wall Flashing: 40 mil (1mm) total thickness, self-adhesive, cold applied tape consisting of 32 mils (0.8mm) of rubberized asphalt integrally bonded to 8 mil (0.2mm) high density, cross laminated polyethylene film.

 1. Products: Subject to the requirements, provide the following:
 - a. Grace Perm-A-Barrier Wall Flashing
 - e. Revise 2.2, D. to read:

D. Substrate Penetrations Patching: Grace Perm-A-Barrier Detail Membrane.
 - f. Revise 3.2, C to read:

C. At changes in substrate plane, apply sealant or termination strip of Grace Bituthene Liquid Membrane at sharp corners and edges to form a smooth transition from one plane to another.

10. Section 076200 - Flashing and Trim:
 - a. Add Item #6 to 1.2, B.:
 6. Division 04 Section "Unit Masonry" for installing through wall flashing in masonry.

11. Section 088000 – Glazing:
 - a. Delete Item 2.6, B. 1 and replace with the following:
 1. Products: PPG
 - a. Solarbronze
 - b. Add Item 2.6, C. as follows:
 - C. Solar-Control Low-E Glass:
 1. Products: PPG
 - a. Solarban 60
 2. Thickness: 6.0 mm
 - c. Delete "WG<#>" from the first sentence in 2.7, A.
 - d. Revise 2.9, A., 2. to read:
 2. Interspace content: 10% air, 90% argon.
 - e. Revise 2.9, A., 4. to read:
 4. Indoor Lite: SolarControl Low-E Glass.

12. 096519 – Resilient Tile Flooring:
 - a. Add 2.3 as follows:
 - 2.3 RUBBER FLOOR TILE
 - A. Products: Subject to compliance with requirements, provide products by one of the following:
 - i. Burke Mercer Flooring Products; Division of Burke Industries, Inc.
 - ii. Endura Rubber Flooring; Division of Burke Industries, Inc.
 - iii. Flexco, Inc.
 - iv. Johnsonite.
 - v. Mondo Rubber International, Inc.
 - vi. Musson, R. C. Rubber Co.
 - vii. Nora Rubber Flooring; Freudenberg Building Systems, Inc.
 - viii. Roppe corporation, USA.
 - B. Tile Standard: ASTM F 1344, Class I-A, homogeneous rubber tile, solid color.
 - C. Basis of Design: Johnsonite, FGTSP-712, Hammered Finish, Color – Curry.
 - D. Thickness: 0.125 inch.
 - E. Size: 24 x 24 inches.

PART II – PERTAINING TO THE DRAWINGS:

1. CU101 – UTILITIES PLAN:
 - a. Revise drainage structures and piping schedules as shown in the following tables:

Catch Basins and Manholes

	Rim Elevation	Type
B-CB1	92.00	F-6
B-CB2	91.80	F-5
B-CB3	91.90	F-3
B-CB4	104.90	B1-C
B-CB5	104.90	F-5
CB1	89.00	60" Flat Top B1-C
CB2	91.50	60" Flat Top B1-C
CB3	92.50	60" Flat Top B1-C
CB4	97.50	60" Flat Top B1-C
CB5	100.75	Flat Top B1-C
CB6	102.75	B1-C
CB7	103.50	F-5
CB8	96.50	F-4
CB9	91.75	F-5
CB10	95.50	B1-C
CB11	100.50	B1-C
CB12	77.00	REBUILD EX. CB
CB13	88.50	B1-C
MH1	93.70	MANHOLE

Storm Drain Pipes

Pipe	Size	Length (ft.)	Inv. In	Inv. Out	Slope %
SD1	24"	104.20	84.00	83.50	0.48%
SD2	24"	134.60	86.35	84.25	1.56%
SD3	24"	66.00	87.00	86.50	0.76%
SD4	24"	152.00	92.00	87.50	2.96%
SD5	18"	143.50	96.50	92.25	2.96%
SD6	15"	77.80	98.75	96.75	2.57%
SD7	12"	113.60	87.50	85.25	2.00%
SD8	12"	60.50	99.50	98.50	1.65%
SD9	18"	70.00	92.50	89.00	5.00%
SD10	12"	38.00	87.75	86.50	3.29%
SD11	15"	25.00	90.50	87.50	12.00%
SD12	15"	20.00	95.50	93.00	12.50%
SD13	15"	28.00	73.28	73.00	1.00%
SD14	18"	54.00	80.30	79.00	2.41%
SD15	18"	36.00	83.30	82.00	3.61%
BSD1	12"	157.00	85.70	84.00	1.08%
BSD2	12"	66.00	87.00	86.00	1.52%
BSD3	12"	58.00	100.90	100.60	0.52%
BSD4	12"	88.00	97.50	92.22	6.00%
BSD5	12"	78.00	89.90	88.50	1.79%
BSD6	12"	18.00	87.80	86.65	6.39%
BSD7	6"	145.00	84.50	83.50	0.70%

Culverts

Pipe	Size	Length (ft.)	Inv. In	Inv. Out	Slope %
C1	18"	68.00	88.00	84.00	5.88%
C2	18"	20.00	98.50	98.00	2.50%
C3	18"	24.00	94.50	91.00	14.58%
C4	18"	55.00	91.00	88.50	4.55%
C5	24"	40.00	88.25	87.00	3.13%

- b. MH1 described on the plan near the northerly corner of the building between BSD1 and BSD2 has been changed to CB13, with rim elevation and structure type as noted in the table above.

2. AE101, AE102 & AE103 – FIRST, SECOND & THIRD FLOOR PLANS:

- a. Revise the wall tags at the north walls in Stair 104, 204 & 304, and in Stair 105, 205 & 305 from type S12 to type S13, thereby adding a finish layer of 5/8" gypsum wall board.
- b. Revise the north to south clear dimension within Stair 104, 204 & 304, and in Stair 105, 205 & 305 from 19' – 11-1/8" to 19' – 10-1/2".

PART III- GENERAL INFORMATION RELATING TO THE PROJECT:

These items provide supplemental information to the Contract.

Question 1: "What size is the radiant floor piping from the manifolds to the thermal mass?"

Response: The size of radiant floor piping is one-half inch nominal inside diameter as specified in Section 15774, 2.1, E.

Question 2: "Section 02300, 1.3, B. states that rock excavation to be paid at unit prices. Is this the case? If so, what quantity of rock will be used to determine low bid?"

Response: Unit prices, and a description of the method for measuring rock removed under unit prices, are included in the Bid Form and specified Division 2 for the sole purpose of establishing in the Contract the price and method of measure to be used in the event the scope of the work changes in a manner that would change the amount of rock excavation work included in the Contract Sum. The intent of the bidding documents is for all rock removal required to complete the scope of work described in the documents to be included in the lump sum bid.

Question 3: "I could not locate any information on a pre-bid meeting in the contract documents. Has a date, time and location been determined?"

Response: The bidding documents contain no provision for a pre-bid meeting, and no meeting is planned.

Question 4: "Will matching rubber tile be used on the landings in the stairwells?"

Response: "Yes, it is the intent of the documents to use rubber floor tile on landings that matches the stair accessories. Reference Section 096519 above.

Question 5: "There are specifications for sheet carpet and carpet tile, but the finish schedule does not indicate which will be used. Please clarify."

Response: Please reference drawings AF101 through AF103. CPT-1 designates carpet tile, and CPT-2 designates sheet carpeting.

Question 6: “Should the ceramic base match the floor tile or the wall tile material?”

Response: The ceramic base is to match the wall tile as elevated on AE220, with base tile matching adjoining wall tile as specified in 093000, 2.3, D., 1.

Question 7: “The finish schedule calls for ceramic wall tile on all walls, but the interior elevations only show it on the wet walls. What is the extent of the wall tile?”

Response: The extent of wall tile includes all walls as described on the finish schedule. The fixture head walls are elevated for coordination purposes.

END OF ADDENDUM No.1

ADDENDUM NO. 2
TO
CONTRACT DRAWINGS AND SPECIFICATIONS

August 3, 2007

MAINE TURNPIKE AUTHORITY
ADMINISTRATIVE BUILDING
CONTRACT NO. 2007.07

A/E PROJECT NO. 06016

The specifications and drawings are amended herein. This addendum consists of 5 pages of written text, plus Sketches ADD-1 through ADD-3. These items replace original items previously issued or are to be added to the Bidding and Construction Documents as indicated.

Bidders are required to acknowledge receipt of this addendum on the BID FORM in the space provided. Failure to acknowledge all addenda may cause the bid to be considered not responsive to the invitation, which would require rejection of the Bid.

The Contract Documents for solicitation of Bids for the construction are hereby changed as follows:

PART I – PERTAINING TO THE SPECIFICATIONS:

1. Section 01010 – Summary:
 - a. 1.7 Delete in its entirety, and replace with the following:
1.7 TRAFFIC CONTROL AND MANAGEMENT:
 - A. Temporary: Control and management of traffic during construction will be required to safely and efficiently integrate construction related vehicles with surrounding streets. Contractor shall comply with all applicable federal, state, and city requirements and standards to manage traffic during construction.
 - B. Contractor shall submit, for approval, a traffic control plan prior to construction showing any proposed lane closures, shoulder closures and/or traffic stoppages. The plan shall be done in conformance with the latest version of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). Construction shall not commence until the Contractor's traffic control plan is approved.
 - C. Congress Street and Hutchins Drive Traffic Control Requirements: Two-lane traffic and turning lanes shall be maintained at all times with the exception of installing and removing traffic control devices and during construction on or immediately adjacent to the roadway. Traffic may be reduced to one lane controlled by flaggers during the off-peak hours (between 9:00 a.m. to 4:00 p.m., and between 6:30 p.m. and 6:00 a.m.) Monday through Friday. Peak hours defined as 6:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:30 p.m. Due to the proximity of the utility work to the intersection of Congress Street with Hutchins Drive and Jetport Road, the traffic control plan may need to override the traffic signals at this intersection. The City of Portland requires a uniformed police officers (traffic officers) to direct traffic at a signalized intersection when signals

are not in use. Flaggers shall be used to control traffic when City of Portland uniformed traffic control officers are not required by the City of Portland. Neither traffic officers or flaggers will be measured for payment, but considered incidental to the Contract.

- D. Jetport Road/Park & Ride Lot: Two lane traffic and turning lanes on the Connector Road and within the park & ride lot shall be maintained at all times.
- E. Construction Access Points: The documents describe on CS301 three possible locations for stabilized construction entrances for Contractor access into the project site. In addition to the MDOT/BMP requirements for constructing a stabilized construction entrance, the Contractor is required to close these entrances to the public, and appropriately sign to clearly prohibit unauthorized access.
- F. To facilitate access from the local roads to the project site, the Contractor may choose to retain the services of qualified flaggers to help stop road traffic to allow the Contractor's access.
- G. All costs associated with traffic control and management are incidental to the Contract.

2. Section 02630 – Storm Drainage:

- a. Delete 2.01.A. Recycled Corrugated High Density Polyethylene (HDPE-R) Pipe and replace with the following:
 - A. Corrugated High Density Polyethylene (HDPE) Pipe:
 - a. 1- through 60-inch pipe for use in gravity flow stormwater drainage applications to be Hancor Sure-Lok ST, or approved equal.
 - b. Pipe to have smooth interior and annular exterior corrugations.
 - c. 4- through 10-inch shall meet AASHTO M252 Type S.
 - d. 12- through 60-inch shall meet AASHTO M294 Type S, or ASTM F2306.
 - e. Manning's "n" value for use in design shall be 0.012.
 - B. Joint performance: Pipe shall be joined using a bell and spigot joint. Gaskets, when applicable, shall be made of polyisoprene meeting the requirements of ASTM F477 with the addition that the gaskets shall not have any visible cracking when tested according to ASTM D1149 after 72 hour exposure in 50 PPHM ozone at 104 deg F. Gaskets shall be installed by the pipe manufacturer and covered with a removable wrap to ensure the gasket is free from debris. A joint lubricant supplied by the manufacturer shall be used on the gasket and bell during assembly. standard connections shall meet or exceed the soil-tight requirements of AASHTO M252, AASHTO M294, or ASTM F2306.
 - C. Fittings: Fittings shall conform to AASHTO 252, AASHTO M294, or ASTM F2306. Fabricated fittings, where accessible, shall be welded on the interior and exterior at all junctions.
 - D. Material properties: Virgin material for pipe and fitting production shall be high density polyethylene conforming with the minimum requirements of cell classification 424420C for 4- through 10-inch diameters, or 435400C for 12- through 60-inch diameters, as defined and described in the latest version of ASTM D3350. The 12- through 60-inch virgin pipe material shall be a slow crack resistant material evaluated using the notched constant ligament-stress (NCLS) test according to the procedure described in AASHTO M294, Section 9.5. Average NCLS test specimens must exceed 24 hours with no test result less than 17 hours.

3. 03300 – Cast in Place Concrete and Reinforcement:
- a. Revise 2.12 CONCRETE MIXES, C., D AND E as follows:
 - C. Footings: Proportion normal-weight concrete mix as follows:
 - 1. Compressive Strength (28 Days): 3000 psi (27.6 MPa).
 - 2. Maximum Slump: 4 inches (100 mm).
 - 3. Maximum water/cement ratio = 0.45.
 - 4. Maximum Slump for Concrete Containing High-Range Water-Reducing Admixture: 8 inches (200 mm) after admixture is added to concrete with 2 to 4-inch (50 to 100 mm) slump.
 - D. Concrete Slabs on Grade: Proportion normal-weight concrete mix as follows:
 - 1. Compressive Strength (28 Days): 4000 psi (27.6 MPa).
 - 2. Maximum Slump: 4 inches (100 mm).
 - 3. Maximum water / cement ratio = 0.45.
 - 4. Fiber Reinforcement
 - 5. Maximum Slump for Concrete Containing High-Range Water-Reducing Admixture: 8 inches (200 mm) after admixture is added to concrete with 2 to 4-inch (50 to 100 mm) slump.
 - 6. Air Entrainment: See structural drawings.
 - E. Foundation Walls, Piers, Retaining Walls and Elevated Slabs: Proportion normal-weight concrete mix as follows:
 - 1. Compressive Strength (28 Days): 4000psi (27.6 MPa).
 - 2. Maximum Slump: 4 inches (100 mm).
 - 3. Maximum water / cement ratio = 0.45.
 - 4. Maximum Slump for Concrete Containing High-Range Water-Reducing Admixture: 8 inches (200 mm) after admixture is added to concrete with 2 to 4-inch (50 to 100 mm) slump.

PART II – PERTAINING TO THE DRAWINGS:

1. AE101 – FIRST FLOOR PLAN:
- a. Interior Elevation Schedule: Add the following:

<u>Elevation</u>	<u>Room Name & No.</u>	<u>Wall</u>	<u>Elevation Reference</u>
55	Waiting 129	N	E1/AE219
56	Vending 155	E	E5/AE219
 - a. Delete: Three “A3” window tags along the B-Line, between the 1 and 2-Lines.
Note: Elevation Key Note E14 on AE202 requires that the future opening for an A3 size window be framed and that the masonry opening be headed with lintels and closed in with recessed brick.
2. AE102 – SECOND FLOOR PLAN:
- a. Detail reference E7/AE532: Revise to E7/AE531-Similar.
 - b. Delete detail reference D7/AE515 along C-Line at 2-Line.
3. AE103 – THIRD FLOOR PLAN:
- a. Interior Elevation Schedule: Add the following:

<u>Elevation</u>	<u>Room Name & No.</u>	<u>Wall</u>	<u>Elevation Reference</u>
57	Waiting 330	N	E9/AE219

- b. Detail Reference J1/AE511: Revise to E10/AE511-Similar.
 - c. Detail Reference J4/AE511: Revise to A10/AE511-Similar.
 - d. Delete detail reference D7/AE515 along C-Line at 2-Line.
4. AE121 – FIRST FLOOR REFLECTED CEILING PLAN:
a. Revise detail reference in Breakroom No. 154 from J4/AE515 to J7/AE515.
5. AE122 – SECOND FLOOR REFLECTED CEILING PLAN:
a. Revise detail reference to the northwest of column C/5 from E10/AE515 to A10/AE515.
6. AE515 – SECTIONS AND DETAILS:
a. Add detail A4/AE515 – “Section at Beam” included herein as Sketch No. A-3.
b. Revise G1-Soffit Section @ Light Cove to read J1-Soffit Section @ Light Cove.
c. Revise G4 – Soffit Section @ Recessed Light Cove to read J4-Soffit Section @ Recessed Light Cove
d. Revise G4-Soffit Section to read J7-Soffit Section
e. Revise G10-Soffit Section @ Clear Story/Skylight to read J10-Soffit Section @ Clear Story/Skylight.
f. Revise D1-Soffit Section @ Recessed Light Cove to read E1-Soffit Section @ Recessed Light Cove.
g. Revise D4-Soffit Section to read E4-Soffit Section.
h. Revise D7-Soffit Section @ Bracing to read E7-Soffit Section @ Bracing.
i. Revise D10-Section @ Recessed Projection Screen to read E10-Section @ Recessed Projection Screen.
7. AE541 – STAIR SECTIONS & DETAILS:
a. A1/AE541: Revise detail reference E4/AE543 to J4/AE543.
8. AE543 – STAIR DETAILS:
a. Add details A4/AE543 – “Section Detail @ Stair Landing” and E1/AE543 – “Section Detail @ Top of Stair” included herein as Sketches No. A-1 and A-2.
b. Revise the top row of details from E1, E4, E7 and E10 to J1, J4, J7 and J10.
9. AE622 – DOOR & WINDOW ELEVATIONS:
a. Detail Reference J1/AE624 on A1 – Butt-Glazed Frame Elevations, #B6: Revise to J10/AE624.
10. S1.0 – GENERAL STRUCTURAL NOTES:
a. CONCRETE: Revise C4. to read: All garage slabs and concrete permanently exposed to the weather shall contain 4% to 7% air entrainment admixture.

PART III– GENERAL INFORMATION RELATING TO THE PROJECT:

These items provide supplemental information to the Contract.

Question 1: “Is the solid surface section referenced at A10/AE625 for waiting 129?”

Response: Yes.

Question 2: “There is no section for waiting window 330.”

Response: A10/AE624.

Question 3: “Is door 168c correct on AE101 and on the door schedule?”

Response: Yes.

Question 4: “Is door frame 310c hollow metal?”

Response: No, it is aluminum as scheduled on AE613 and as elevated on A1/AE621.

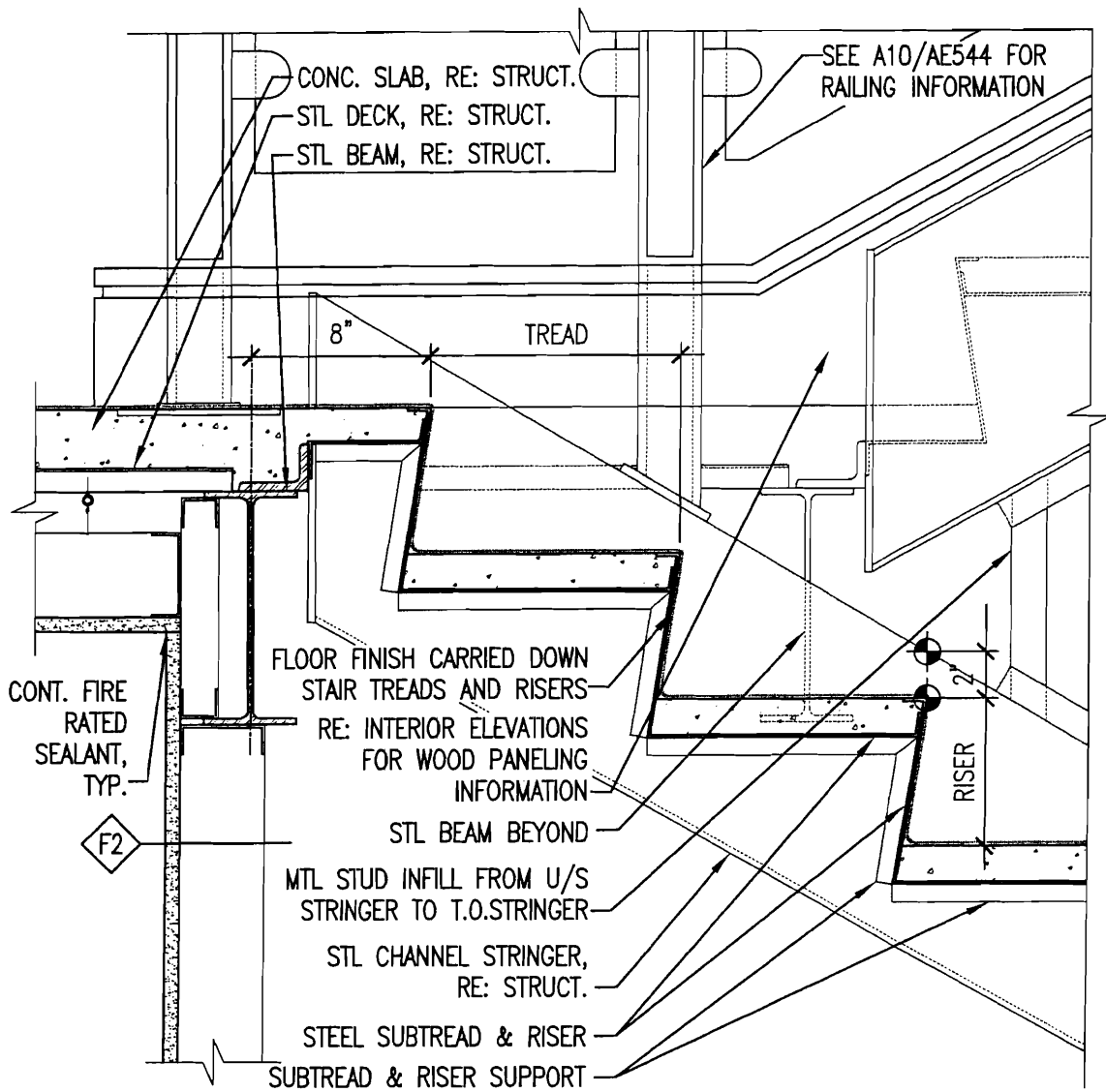
Question 5: “The stair details all note to refer to the structural drawings in regard to channel stringers, conc filled stl pans, stl angle supports, steel channel supports, steel channel; tec. but these members are not shown on the structural drawings. Please provide the sizes and gauges of these materials?”

Response: Stair channel stringers are C12x20.7 as described on A6 & K11/S5.7. Specification Section 05511, 1.3, A. requires the fabricator to design and detail balance of the stair structure.

Question 6: Has a color for aluminum-framed entrance and storefront been selected? If not, what should be the basis of pricing?

Response: A custom color.

END OF ADDENDUM No.1



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RT**

ARCHITECTURE ENGINEERING PLANNING

SMRT

144 Fore Street/P.O.Box 618 PORTLAND, MAINE 04104
tel. (207) 772-3846 / fax. (207) 772-1070

PROJECT:

MAINE TURNPIKE AUTHORITY
ADMINISTRATION BUILDING

SUBJECT:

ADDED A4/AE543
SECTION DETAIL © STAIR LANDING

SCALE: 1 1/2" = 1'-0"

CAD FILE: AE543-06016

PROJECT No. 06016

REF. SHEET: AE543

PM: SLB

ADDENDUM No.

ADD-2

A/E: SLB

SKETCH No.

A-1

DATE: 8-3-07

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SM RT

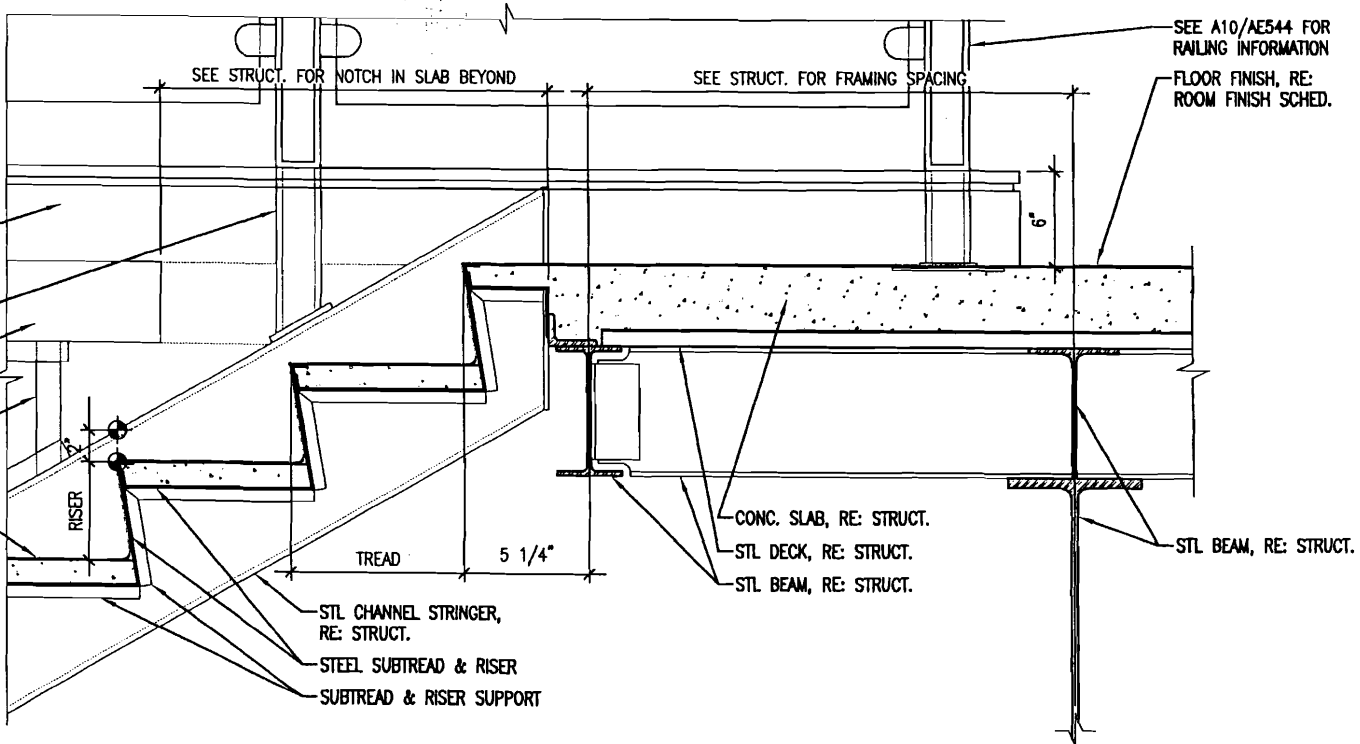
ARCHITECTURE ENGINEERING PLANNING

SMART
144 Fore Street/P.O. Box 618 PORTLAND, MAINE 04104
tel. (207) 772-3846 / fax. (207) 772-1070

PROJECT: MAINE TURNPIKE AUTHORITY
ADMINISTRATION BUILDING

SUBJECT: ADDED E1/AE543

SECTION DETAIL @ TOP OF STAIR



SCALE: 1" = 1'-0"

CAD FILE: AE543-06016

PROJECT No. 06016

REF. SHEET: AE543

PM: SLB

A/E: SLB

DATE: 8-3-07

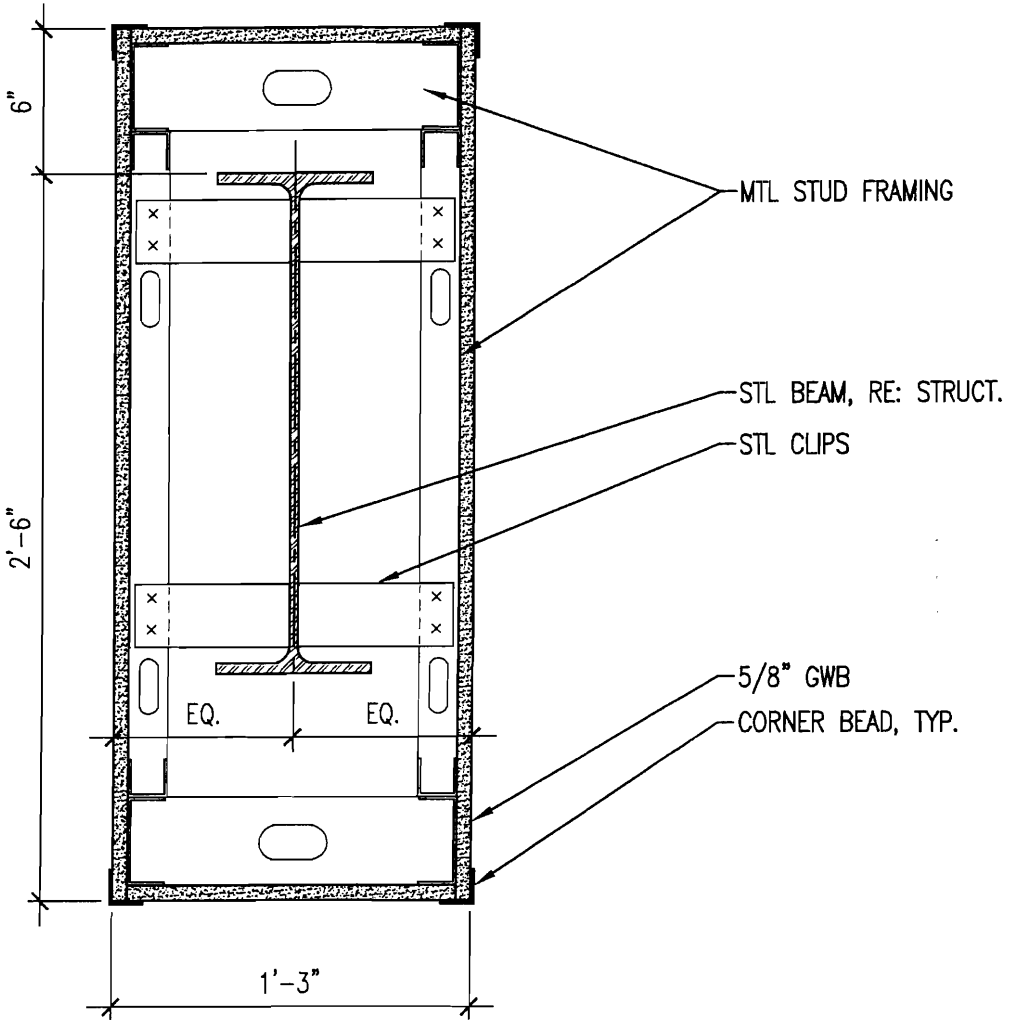
ADDENDUM No.

ADD-2

SKETCH No.

A-2

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144 Fore Street/P.O.Box 618 PORTLAND, MAINE 04104
tel. (207) 772-3846 / fax. (207) 772-1070

SCALE: 1 1/2"=1'-0"

CAD FILE: AE515-06016

PROJECT No. 06016

REF. SHEET: AE515

PROJECT: MAINE TURNPIKE AUTHORITY
ADMINISTRATION BUILDING

PM: SLB

ADDENDUM No.

ADD-2

SUBJECT: ADDED A4/AE515
SECTION © BEAM

A/E: SLB

SKETCH No.

A-3

DATE: 8-3-07

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ADDENDUM NO. 3
TO
CONTRACT DRAWINGS AND SPECIFICATIONS

August 8, 2007

MAINE TURNPIKE AUTHORITY
ADMINISTRATIVE BUILDING
CONTRACT NO. 2007.07

A/E PROJECT NO. 06016

The specifications and drawings are amended herein. This addendum consists of 1 page of written text. These items replace original items previously issued or are to be added to the Bidding and Construction Documents as indicated.

Bidders are required to acknowledge receipt of this addendum on the BID FORM in the space provided. Failure to acknowledge all addenda may cause the bid to be considered not responsive to the invitation, which would require rejection of the Bid.

The Contract Documents for solicitation of Bids for the construction are hereby changed as follows:

PART I – PERTAINING TO THE SPECIFICATIONS:

1. **NOTICE TO PREQUALIFIED BUILDING CONTRACTORS:**

Revise as follows: Sealed proposals.....will be opened and read aloud in the Authority Room at Maine Turnpike Authority offices....at 1:00 p.m. prevailing time as determined by the Authority on Tuesday, August 28, 2007.

2. Note: A loose set of bidding forms was distributed as supplemental information along with bidding documents distributed by the Owner. A clerical error was made during the copying of these forms, and pages are missing. It is recommended that bidders discard this set of loose forms in its entirety, and either use the forms provided within the bound bid documents, or request a new set of loose forms from the Maine Turnpike Authority, by calling Susan Danforth at 207-871-7771 ext. 105.

PART II – PERTAINING TO THE DRAWINGS:

NA

PART III– GENERAL INFORMATION RELATING TO THE PROJECT:

These items provide supplemental information to the Contract.

NA

END OF ADDENDUM No.3

MATERIAL/ACTIVITY	ITEM	SERVICE	APPLICABLE
			EXTENT
SECTION 1 - STEEL CONSTRUCTION (IBC 2003 - 1704.3)			
STRUCTURAL STEEL - Fabrication NOTE: SER may waive Fabricator shop inspection if Fabricator is currently certified through the AISC Quality Certification Program. If shop inspection is waived, the Fabricator shall submit a letter certifying that the fabricated steel complies with the contract documents.	1.1a	Review Fabricator QA/QC procedures manual.	Shop inspection required.
	1.1b	Review Fabricator QA/QC procedures implementation and conformance.	Shop inspection required. Visual inspection of shop conformance.
	1.1c	Review material certificates of compliance (bolts, nuts, washers, structural steel and weld filler material).	Verify that certificates of compliance and mill test reports have been approved.
	1.1d	Review welder certification.	Obtain certification numbers for all welders and all steel. Verify qualification in accordance with AWS D1.1.
	1.1e	Review shop drawings.	Verify approval.
	1.1f	Inspect welded connections	Verify correct weld filler processes and weld rod storage. Provide continuous inspection of complete and partial penetration groove for fillet welds greater than 5/16". Periodically inspect fillet or less than 5/16". Visually inspect all welds after completion.
	1.1g	Inspect bolted connections.	During installation, verify bolts, nuts, washers, paint, bolted connections and tightening procedures are in compliance with standards. Periodically inspect the installation of snug-tightener connections. Verify that all plies of all snug-tightened connections are drawn together. At pretensioned bolted connections, observe installation testing and calibration procedures when such procedures are required for the installation method. Provide continuous monitoring of pretensioned connections utilizing calibrated wrench method or turn of nut method without matchmarking. Provide periodic monitoring of pretensioned bolted connections utilizing the turn of the nut method or matchmarking techniques, the direct tension indicator method or off bolt method.
	1.1h	Verify steel material.	Identify markings to conform to ASTM standards specified in contract documents.
	1.1i	Review structural steel and fabrication for conformance to approved shop drawings.	Verify member sizes, piece marks and connection details match shop drawings. Visually inspect bolts and welds.
	1.1j	Review Certificate of Compliance.	Verify submission of certificate of compliance that fabricated steel

MATERIAL/ACTIVITY	ITEM	SERVICE	APPLICABLE
			EXTENT
STRUCTURAL STEEL - Erection	1.2a	Review welder certification.	Obtain certification numbers for all welders and all steel. Verify qualification in accordance with AWS D1.1
	1.2b	Review materials certificates of compliance (bolts, nuts, washers, and weld filler material) and steel mill test reports.	Verify that certificates of compliance and steel mill test reports are approved.
	1.2c	Review structural steel and erection for conformance to approved shop drawings	Verify all member sizes, piece marks and connection details.
	1.2d	Inspect welded connections.	Verify correct weld filler processes and weld rod storage. Provide continuous inspection of complete and partial penetration groove for fillet welds greater than 5/16". Periodically inspect fillet or less than 5/16". Visually inspect all welds after completion.
	1.2e	Inspect field bolting installation in accordance with Section 9 of RCSC <i>Specification for Structural Joints Using ASTM A325 or A490 Bolts.</i>	Visually inspect all bolts. During installation, verify bolts, nut paint, bolted parts and installation and tightening procedures compliance with referenced standards. Periodically inspect of snug-tightened connections. Verify that all plies of all snug connections are drawn together. At pretensioned bolted connections observe the pre-installation testing and calibration procedure procedures are required for the installation method. Provide monitoring for pretensioned connections utilizing calibrated wrench or turn of the nut method without matchmarking. Provide periodic monitoring of pretensioned bolted connections utilizing the turn method, or the twist-off bolt method.
	1.2f	Review Bracing connections.	Visually inspect all.
	1.2g	Review Column splices.	Visually inspect all.
	1.2h	Review shear connections	Visually inspect all.
	1.2i	Review Moment connections in Category C @ seismic connections.	Visually inspect all.
	1.2j	Test full penetration welds through base metal thicker than 1 1/2 inches.	Ultrasonic testing in accordance with AWS D1.1 is required for
STEEL JOIST AND JOIST GIRDERS - Fabrication	1.3a	Review Fabricator QA/QC procedures manual.	Shop inspection required. Review by Special Inspector.
NOTE: SER/Special Inspector may waive	1.3b	Review Fabricator QA/QC procedures implementation and conformance.	Shop inspection required. Visual inspection of shop conformance

<i>MATERIAL/ACTIVITY</i>	<i>ITEM</i>	<i>SERVICE</i>	<i>APPLICABLE</i>
			<i>EXTENT</i>
If shop inspection is waived, the Fabricator shall submit a letter certifying that the fabricated steel complies with the contract documents.	1.3c	Review shop drawings.	Verify approval.

MATERIAL/ACTIVITY	ITEM	SERVICE	APPLICABLE
			EXTENT
	1.3d	Review material certificates of compliance (bolts, nuts, washers, structural steel and weld filler material).	Verify copies of mill certificates for all structural steel, bolts and weld filler material.
	1.3e	Review welder certification.	Obtain certification numbers for all welders and all steel. Verify qualification in accordance with AWS D1.1
	1.3f	Review connections. Visually inspect bolts and welds.	Verify member sizes, piece marks and connection details match shop drawings. Periodically inspect fillet weld procedures. Verify all completed welds. Verify correct weld filler material and weld rod storage in conformance with AWS requirements.
	1.3g	Review Certificate of Compliance.	Verify submission of certificate of compliance that fabricated components complies with contract documents.
STEEL JOIST AND JOIST GIRDERS - Erection	1.4a	Review welder certification.	Obtain certification numbers for all welders and all steel. Verify qualification in accordance with AWS D1.1
	1.4b	Review materials certificates of compliance (bolts, nuts, washers, and weld filler material).	Obtain copies of mill certificates for all structural steel, bolts and weld filler materials.
	1.4c	Review steel joist and erection for conformance to approved shop drawings.	Verify all member sizes, piece marks and connection details.
	1.4d	Review joist bearing connection, bearing length, and bridging.	Visually inspect all bearing details, bridging installation, and field welds. Provide periodic inspection of field weld procedures. Verify correct weld filler material and weld rod storage in conformance with AWS requirements.
	1.4e	Verify installation of joist reinforcement.	Where concentrated loads are installed over joist chords, verify installation of reinforcement.
STEEL STAIRS AND GUARDRAILS NOTE: special inspector may waive Fabricator shop inspection if the fabricator is currently certified through the AISC Quality Certification program.	1.5a	Review Fabricator QA/QC Procedures manual.	Special Inspector to review.
	1.5b	Review Fabricator QA/QC procedures implementation and conformance.	One shop inspection required. Visual inspection of shop conformance.
	1.5c	Review welder certifications.	Verify welder qualification in accordance with AWS D1.1. Obtain certification numbers for all welders.
	1.5d	Review shop drawings.	Verify approval
	1.5e	Inspect welded connections.	Perform continuous inspection of complete and partial penetration welds and fillet welds larger than 5/16". Perform periodic inspection of fillet welds 5/16" and smaller. Visually inspect all welds after completion.
	1.5f	Inspect bolted connections utilizing high-strength bolts.	Periodically inspect installation of high-strength bolts. Verify that all connections are drawn together.

MATERIAL/ACTIVITY	ITEM	SERVICE	APPLICABLE
			EXTENT
Steel Stairs and Guardrail Systems - Erection	1.6a	Review welder certification.	Verify welder qualification in accordance with AWS D1.1. Obtain certification numbers for all welders.
	1.6b	Inspect welded connections.	Perform continuous inspection of complete and partial penetration welds and fillet welds larger than 5/16". Perform periodic inspection of installation of fillet welds 5/16" and smaller. Visually inspect completion.
	1.6c	Inspect bolted connections utilizing high-strength bolts.	Periodically inspect installation of high strength bolts. Verify bolts are drawn together.
	1.6d	Inspect installation.	Perform periodic inspection in progress and complete inspection at completion verifying all members and connections conform with documents and approved shop drawings.
SECONDARY / MISC STRUCTURAL STEEL	1.7a	Review girts connections.	Visually inspect all.
	1.7b	Review welder certification.	Obtain certification numbers for all welders.
	1.7c	Review brick relieving angle connections/installation.	Visually inspect all. Verify member size and connections to structural field connections in accordance with 1.2d and 1.2e as applicable.
	1.7d	Review details of steel frames.	Visually inspect all.
	1.7e	Inspect bolted connections utilizing high-strength bolts.	Periodically inspect installation of high-strength bolts. Verify that all connections are drawn together.
	1.7f	Review fabrication for conformance with approved shop drawings.	Verify member sizes, piece marks, and connection details match shop drawings.
Steel Deck Erection	1.8a	Review steel deck shop drawings.	Verify approval.
	1.8b	Review welder certification.	Verify welder qualification in accordance with AWS D1.1. Obtain certification numbers of all welders.
	1.8c	Verify number, type, and location of steel deck connection to framing and side lap fasteners.	Visually inspect all. Verify welds comply with AWS D1.3 requirements.
	1.8d	Inspect installation of shear connectors.	Prior to starting, verify materials and weld processes are in accordance with AWS requirements and construction documents. Periodically inspect connector installation. Inspect soundness of all welds. Verify location of all. Random test 20% of all connectors in accordance with Chapter 5.

MATERIAL/ACTIVITY	ITEM	SERVICE	APPLICABLE
			EXTENT
SECTION 2 - CONCRETE CONSTRUCTION (IBC 2003 - 1704.4)			
Note: Special inspections of concrete construction are not required for foundation walls and footings supporting three stories or less where the maximum unbalanced backfill is isolated spread footings supporting three stories or less or for slabs on grade. Special inspections are required for reinforced concrete.			
CONCRETE MATERIALS	2.1a	Review mix design.	Verify approval of all mixes intended for use.
	2.1b	Review reinforcement grade.	Inspect identifying marks on reinforcing steel.
	2.1c	Review submittals.	Verify acceptance of propriety products and reinforcing steel Review requirements of reinforcing steel on placement drawings.
REINFORCING AND PRESTRESSING STEEL	2.2a	Inspect condition and placement of reinforcing steel.	All reinforcing steel at walls, spread footings, columns and beams, piers, and elevated slabs. Check prior to each concrete placement.
FORMWORK	2.3a	Verify acceptability of substrate.	Prior to each concrete placement.
	2.3b	Verify dimensions and materials acceptability.	Prior to each concrete placement.
	2.3c	Inspect removal of formwork.	Verify timing of removal for compliance with specifications.
EMBEDMENTS	2.4a	Inspect installation of anchor bolts, masonry dowels and other embedded items.	Inspect for each concrete placement. Verify size, layout and placement.
CONCRETE OPERATIONS	2.5a	Field testing of concrete slump, temperature, and air content.	All concrete placements.
	2.5b	Take concrete cylinder samples and perform compressive strength test.	All concrete placements.
	2.5c	Observe concrete placement.	Inspect placement procedures at all concrete placements.
	2.5d	Observe concrete curing technique and temperature.	Once daily when air temperature is above 32°F. Twice daily when air temperature is below 32°F.
ELEVATED CONCRETE	2.6a	Inspect placement of elevated concrete for compliance with contract documents.	Visually inspect all placement and curing.
PRESTRESSING OPERATIONS	2.7a	Not Applicable	Not Applicable
	2.7b		
PRECAST CONCRETE FABRICATION	2.8a	Not Applicable	Not Applicable
	2.8b		
	2.8c		
	2.8d		
	2.8e		
	2.8f		
	2.8g		
	2.8h		

MATERIAL/ACTIVITY	ITEM	SERVICE	APPLICABLE
			EXTENT
PRECAST CONCRETE ERECTION	2.9a	Not Applicable	Not Applicable
	2.9b		
	2.9c		
	2.9d		
	2.9e		
SECTION 3 - MASONRY CONSTRUCTION (IBC 2003 - 1704.5)			
MASONRY SPECIAL INSP. LEVEL 1 (REQUIRED IN NONESSENTIAL FACILITIES AND FOR MASONRY VENEER IN ESSENTIAL FACILITIES)	3.1a	Review submittals.	Verify approval of mortar mixes, mortar ingredients, reinforcement drawings, veneer anchor assemblies, and other items requiring per the Construction Documents.
	3.1b	Inspect mixing of site-prepared mortar.	Periodically verify mix proportions for compliance with approved.
	3.1c	Inspect mortar placement.	Periodically inspect.
	3.1d	Inspect installation of veneer anchors.	Periodically inspect material, location, and attachment of veneer.
	3.1e	Inspect deformed bar reinforcement.	Periodically inspect reinforcement grade size, location of placement, method of securing in place, and lap splices during installation and grout placement.
	3.1f	Inspect joint reinforcement.	Verify product installed complies with approved submittal. Periodically check spacing and additional requirements at openings.
	3.1g	Inspect size and location of structural elements.	Verify member sizes and layout of all structural members.
	3.1h	Inspect cold weather and hot weather installation.	Inspect procedures daily when air temperature is below 40 degrees F and above 90 degrees F at any time in the day.
	3.1i	Inspect grout placement.	Periodically inspect grout spaces prior to grout placement. Periodically inspect grout mixing and placement.
	3.1j	Field testing of mortar, grout, and prisms.	Perform construction testing in accordance with the Contract Documents.
	MASONRY SPECIAL INSP. LEVEL 2 (REQUIRED IN ESSENTIAL FACILITIES)	3.2a	Not Applicable
3.2b			
3.2c			
3.2d			
3.2e			
3.2f			

MATERIAL/ACTIVITY	ITEM	SERVICE	APPLICABLE
			EXTENT
SECTION 4 - WOOD CONSTRUCTION (IBC 2003 - 1704.6)			
WOOD TRUSS FABRICATION	4.1a	Not Applicable	Not Applicable
	4.1b		
	4.1c		
	4.1d		
WOOD TRUSS ERECTION	4.2a	Not Applicable	Not Applicable
	4.2b		
	4.2c		
	4.2d		
GENERAL WOOD CONSTRUCTION	4.3a	Not Applicable	Not Applicable
	4.3b		
	4.3c		
	4.3d		
	4.3e		
SECTION 5 - SOILS (IBC 2003 - 1704.7)			
SOILS	5.1a	Inspect site preparation and soil conditions prior to placement of fill for conformance with contract documents and soils report.	All under building footprint. Verify depth of excavation and a substrate.
	5.1b	Verify approval of fill materials.	Prior to installation
	5.1c	Inspect fill placement for fill more than 12 inches deep.	Continuously inspect use of proper materials, lift thickness, and method.
	5.1d	Field testing of fill more than 12 inches deep.	Test compaction and gradation in accordance with contract documents and geotechnical report.

MATERIAL/ACTIVITY	ITEM	SERVICE	APPLICABLE
			EXTENT
SECTION 6 - PILE FOUNDATIONS (IBC 2003 - 1704.8)			
MATERIALS	6.1a	Not Applicable	Not Applicable
	6.1b		
	6.1c		
INSTALLATION	6.2a	Not Applicable	Not Applicable
	6.2b		
	6.2c		
	6.2d		
SECTION 7 - SPRAYED FIRE-RESISTANT MATERIALS (IBC 2003 - 1704.11)			
SPRAYED-ON FIREPROOFING	7.1a	Inspect surface of structural members to be sprayed for conformance with contract documents.	Visually inspect all.
	7.1b	Observed application conditions for conformance with the approved manufacturer's written instructions.	At each fireproofing application.
	7.1c	Observe field-testing of thickness, density, and bond strength of the sprayed fire resistive material for compliance with contract documents.	As specified in IBC 2003, Section 1704.11.3, 1704.11.4 and 1704.11.5.
SECTION 8 - EXTERIOR INSULATION AND FINISH SYSTEM (IBC 1704.12)			
EXTERIOR INSULATION AND FINISH SYSTEM (EIFS)	8.1a	Not Applicable	Not Applicable

MATERIAL/ACTIVITY	ITEM	SERVICE	APPLICABLE
			EXTENT
SECTION 9 - SMOKE CONTROL (IBC 2003 - 1704.14)			
SMOKE CONTROL	9.1a	Not Applicable	Not Applicable
SECTION 10 - SPECIAL CASES (IBC 2003 1704.13)			
MECHANICAL, ELECTRICAL AND PLUMBING COMPONENTS AND SUPPORTS	10.1a	Review contractor's engineered submittals for anchorage of electrical equipment used for emergency or standby power systems.	Verify approval.
	10.1b	Not Applicable	Not Applicable