

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

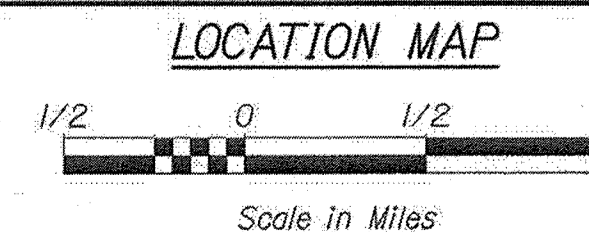
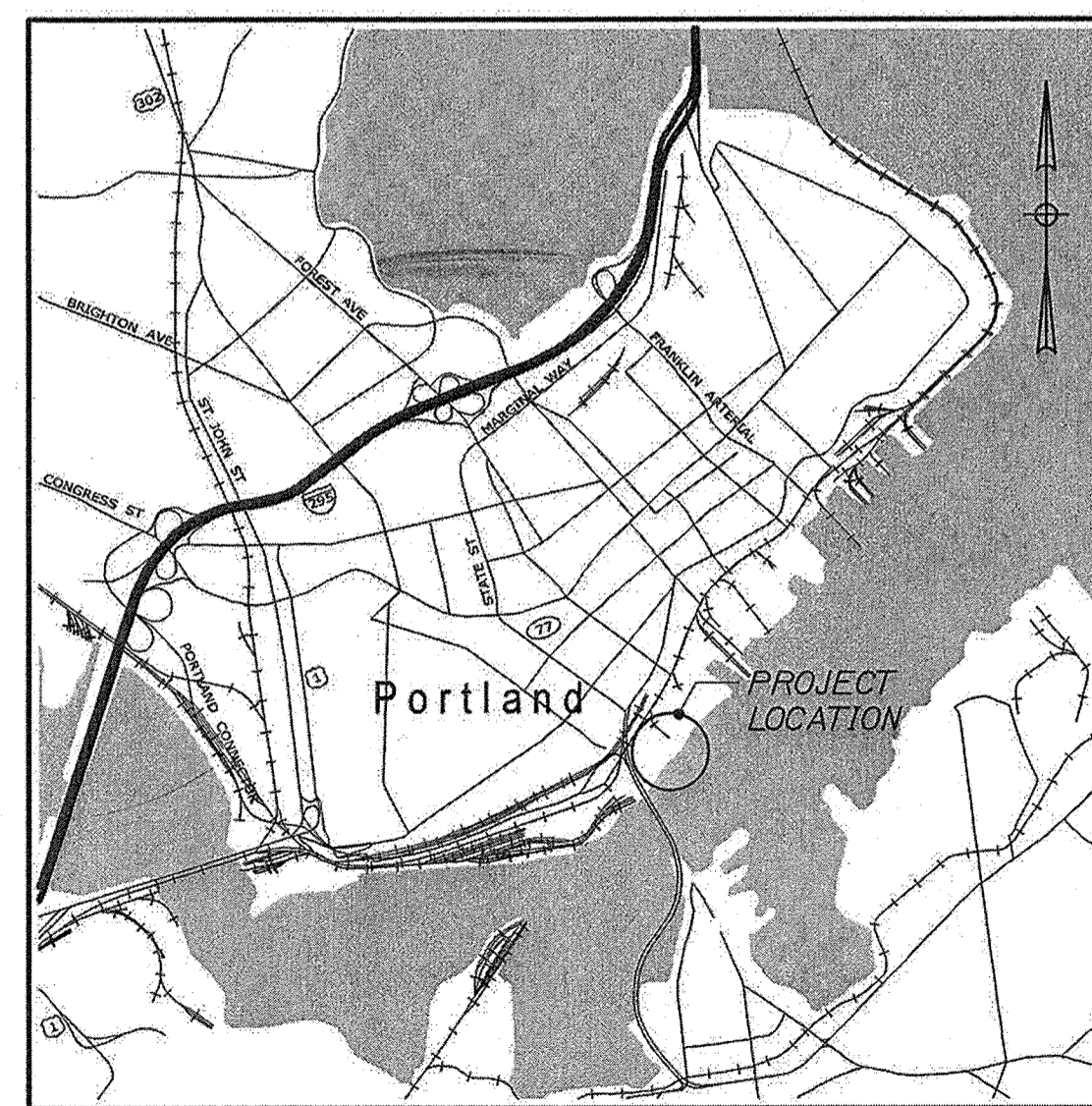
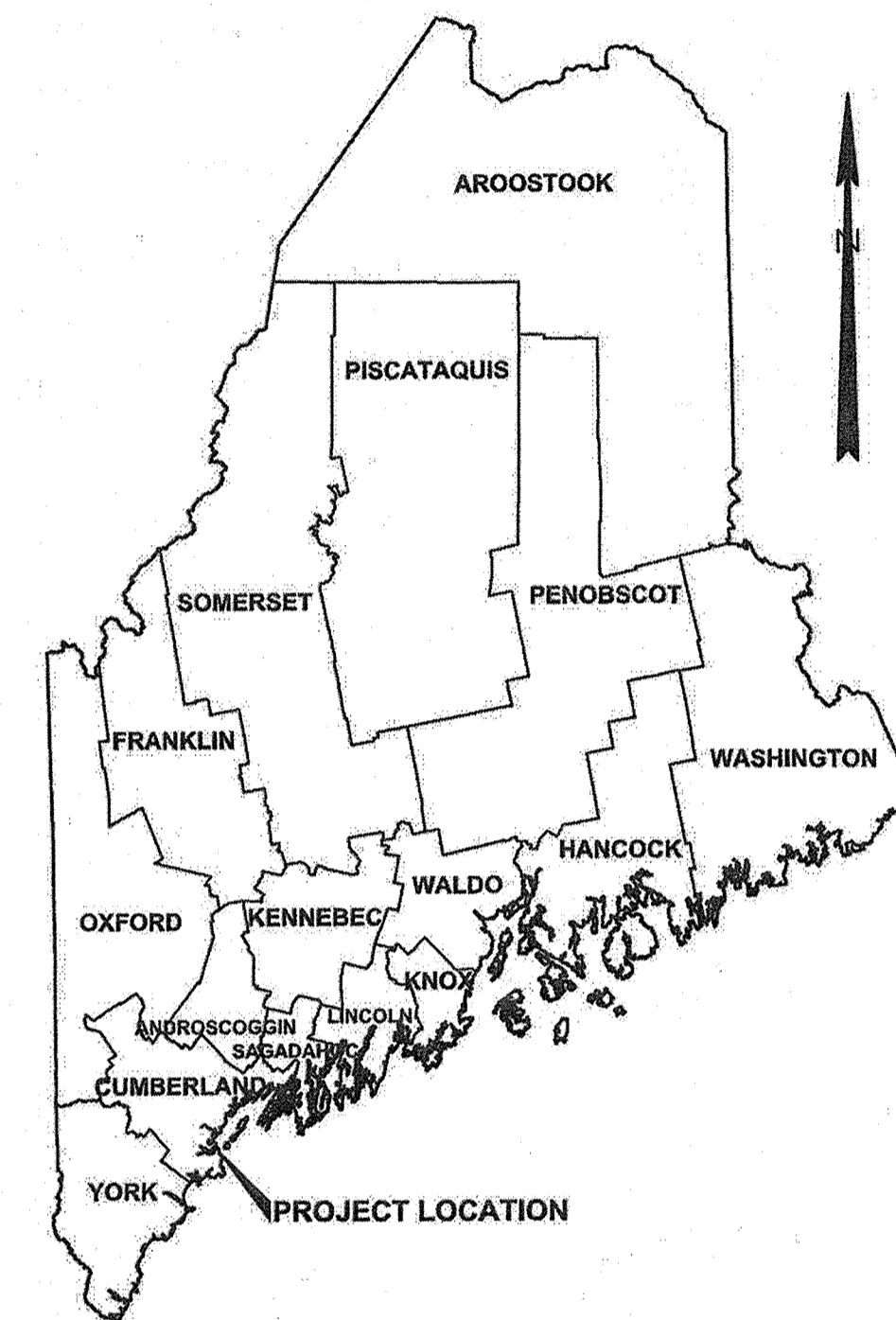


CITY OF PORTLAND CUMBERLAND COUNTY

MAINE INTERMODAL PORT PRODUCTIVITY PROJECT

PORTLAND INTERNATIONAL MARINE TERMINAL WHARF INFILL & BUILDING REMOVAL

**FEDERAL PROJECT NO. STP-2194(206)
WIN: 021942.06**



THE PROFESSIONAL ENGINEER WHOSE STAMP APPEARS ON THIS COVER SHEET BEARS RESPONSIBILITY FOR THE FOLLOWING SHEETS WITHIN THIS DRAWING SET:

GENERAL	G01-G03
SITE PLANS	C01-C08
STRUCTURAL PLANS	S01-S06

ADDITIONAL WORK APPEARS WITHIN THIS DRAWING SET AND IS THE RESPONSIBILITY OF THE FOLLOWING ORGANIZATIONS, WHOSE STAMP APPEARS ON THOSE INDIVIDUAL SHEETS:

GENERAL	G04-G05	GEOTECHNICAL BORING LOGS	HALEY & ALDRICH, INC.
ELECTRICAL PLANS	E01-E02	ELECTRICAL DESIGN	BARTLETT DESIGN, INC.

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WIN 021942.06 FEDERAL PROJECT NO. STP-2194(206)

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		DATE 6/20/18
APPROVED: <i>[Signature]</i>		COMMISSIONER: <i>[Signature]</i>
CHIEF ENGINEER: <i>[Signature]</i>		CHIEF ENGINEER: <i>[Signature]</i>
SIGNATURE: <i>[Signature]</i>		P.E. NUMBER: 6442
PROGRAM: MULTIMODAL		DATE: 5/16/18
PROJECT MANAGER: JOEL C. KITTEDGE		
DESIGNER: CRAIG R. MORIN, P.E.		
CONSULTANT: HNTB CORPORATION		
PROJECT RESIDENT:		
CONTRACTOR:		
PROJECT INFORMATION		
PORTLAND INTERNATIONAL MARINE TERMINAL MAINE INTERMODAL PORT PRODUCTIVITY PROJECT WHARF INFILL & BUILDING REMOVAL CUMBERLAND COUNTY		
PORTLAND CUMBERLAND COUNTY		
TITLE SHEET		
SHEET NUMBER		
G01		
1 OF 21		



Date: 5/16/2018
Username:
Division:
Filename: 001_Title (G01).dgn

GENERAL NOTES:

- THESE DRAWINGS FORM PART OF THE CONTRACT DOCUMENTS. REFER TO THE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
- ELEVATIONS AND SOUNDINGS ARE IN FEET BASED ON PROJECT DATUM, NGVD29.
- CONTRACTOR SHALL MAINTAIN ADEQUATE SURVEY CONTROL AT ALL TIMES TO ESTABLISH AND MAINTAIN ALL LINES AND ELEVATIONS.
- ALL DIMENSIONS, ELEVATIONS, & CONDITIONS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT BEFORE ORDERING MATERIALS AND PROCEEDING WITH THE AFFECTED PART OF THE WORK.
- ALL NORTH ARROWS SHOWN ARE GRID NORTH BASED ON NAD83 MAINE WEST.
- THE EXACT SIZE & LOCATION OF ALL EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR. CARE SHALL BE TAKEN TO PROTECT ANY UTILITIES PRESENT AND CONSTRUCTION SHALL BE COORDINATED WITH THE RESIDENT.
- EXISTING FEATURES WERE SURVEYED BY JAMES D. NADEAU, LLC, UNDER SUBCONTRACT TO THE MAINE PORT AUTHORITY BETWEEN OCTOBER 2010 AND NOVEMBER 2010 AND SUPPLEMENTED BY OWEN HASKELL (JUNE 2017), AND CAN ONLY BE CONSIDERED AS INDICATING THE CONDITIONS EXISTING AT THAT TIME.
- IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO DETERMINE ERECTION PROCEDURES AND SEQUENCE TO ENSURE THE SAFETY OF THE FACILITIES AND THEIR COMPONENTS DURING DEMOLITION AND ERECTION UNLESS OTHERWISE DIRECTED BY THE RESIDENT. THIS INCLUDES THE ADDITION OF NECESSARY SHORING, SHEETING, TEMPORARY BRACING, GUYS, OR TIE DOWNS. SUCH MATERIAL SHALL REMAIN THE PROPERTY OF THE CONTRACTOR AFTER COMPLETION OF THE PROJECT.
- METHODS OF DEMOLITION, CONSTRUCTION, AND ERECTION ARE THE CONTRACTOR'S RESPONSIBILITY UNLESS OTHERWISE SPECIFIED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND MAINTAIN ENVIRONMENTAL CONTROLS AS REQUIRED BY FEDERAL, STATE, AND MUNICIPAL REGULATIONS AND PERMITS. ENVIRONMENTAL CONTROLS SHALL INCLUDE BUT NOT BE LIMITED TO NOISE, TURBIDITY, LIQUIDS, AND DUST.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO STRUCTURES AND VESSELS OR INJURIES TO THE PUBLIC DURING CONSTRUCTION. THE CONTRACTOR SHALL FURNISH AND INSTALL TEMPORARY FACILITIES FOR THE PROTECTION OF THE WORK, WORKERS, AND PUBLIC SAFETY.
- ALL APPLICABLE FEDERAL, STATE, AND MUNICIPAL REGULATIONS AND PERMITS SHALL BE FOLLOWED, INCLUDING THE FEDERAL DEPARTMENT OF LABOR, SAFETY, AND HEALTH, U.S. ARMY CORPS OF ENGINEERS, AND STATE/LOCAL WETLANDS CONTROL.
- THE CONTRACTOR MAY BE CHARGED ANY ADDITIONAL COST OF REINSPECTION OR RETEST WHEN PRIOR REJECTION MAKES REINSPECTION OR RETEST NECESSARY.
- PILE DRIVING, DRILLING, AND OTHER CONSTRUCTION ACTIVITY WHICH GENERATES LOUD NOISE OR VIBRATION ARE LIMITED TO THE HOURS NOTED IN THE SPECIFICATIONS.
- THE PORTLAND INTERNATIONAL MARINE TERMINAL IS IN COMPLIANCE WITH MTA 33 CFR PART 105. SPECIFIC DESIGN DETAILS AND CONSTRUCTION SEQUENCING ARE PROVIDED TO ENSURE COMPLIANCE IS MAINTAINED THROUGHOUT THE PROJECT. CONTRACTOR MAY PROPOSE VARIATIONS TO THE CONSTRUCTION PHASES SHOWN HEREIN UPON COMMENCEMENT OF CONSTRUCTION ACTIVITIES BUT SHALL NOT ASSUME THAT PROPOSED VARIATIONS WILL BE AUTHORIZED. ALL ACTIVITIES SHALL BE COORDINATED WITH THE PORT OPERATOR.
- THE CONTRACTOR, ITS EMPLOYEES, AND SUBCONTRACTORS SHALL OBTAIN SECURITY PASSES INCLUDING TWIC CARDS AND INTERNATIONAL MARINE TERMINAL ID'S FOR THE DURATION OF THE PROJECT. NO PERSONNEL WILL BE PERMITTED OUTSIDE THE DESIGNATED PRIMARY CONSTRUCTION ZONE WITHOUT THE REQUIRED SECURITY PASS.
- THE CONTRACTOR MAY BE REQUIRED TO RELOCATE TEMPORARY FENCING AND STAGING AREAS ALONG THE PIER IN THE EVENT THE OWNER REQUIRES ADDITIONAL SPACE FOR CRANE OPERATIONS. THE PORT AUTHORITY WILL PROVIDE THE CONTRACTOR WITH A VESSEL SCHEDULE WITH WEEKLY UPDATES.
- THE CONTRACTOR SHALL MAINTAIN DUST CONTROL AT ALL TIMES DURING THE PROJECT. PERIODIC SWEEPING OF PAVEMENT SURFACES WITHIN THE CONSTRUCTION AREA MAY BE REQUIRED DURING CONSTRUCTION AS DIRECTED BY THE RESIDENT AND REQUIRED BY MAINE DOT EROSION CONTROL SPECIFICATIONS.
- ALL WORK ADJACENT TO OR WITHIN THE FORE RIVER REQUIRES ALL PERSONNEL TO WEAR NECESSARY FLOATATION EQUIPMENT AND/OR HARNESSSES. THE CONTRACTOR SHALL PROVIDE A WORK SAFETY PLAN TO THE RESIDENT FOR APPROVAL PRIOR TO WORK.
- WHERE DRILLING AND ANCHORING OF REINFORCING STEEL IS SPECIFIED, THE CONTRACTOR SHALL USE A MATERIAL LISTED ON THE MAINE DEPARTMENT OF TRANSPORTATION PRE-QUALIFIED LIST OF CHEMICAL ANCHORING MATERIALS. THE DEPTH OF THE EMBEDMENT SHALL BE SUFFICIENT TO DEVELOP 125% OF THE YIELD STRENGTH OF THE BAR, BUT SHALL BE NO LESS THAN THE MINIMUM DEPTH OF EMBEDMENT SPECIFIED. WHERE MINIMUM DEPTHS HAVE NOT BEEN SPECIFIED, BAR LENGTHS HAVE BEEN DEVELOPED BASED ON AN ASSUMED EMBEDMENT DEPTH OF 9 INCHES FOR #5 BARS, AND 11 INCHES FOR #6 BARS. THE CONTRACTOR SHALL VERIFY THE REQUIRED DEPTH OF EMBEDMENT AND ADJUST THE REQUIRED BAR LENGTHS AS NECESSARY.
- ALL SCALES ARE INTENDED FOR FULL SIZE 22X34-INCH DRAWINGS.

CODES

- AASHTO, "LRFD BRIDGE SPECIFICATIONS", 7TH EDITION, 2014 W/ INTERIMS
- AASHTO, "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES", 17TH EDITION, 2002 W/ INTERIMS (PILES)
- AWS, D.I.1, "STRUCTURAL WELDING CODE STEEL", CURRENT EDITION
- AWS, D.I.2, "STRUCTURAL WELDING CODE ALUMINUM", CURRENT EDITION
- AWS, D.I.5, "BRIDGE WELDING CODE", CURRENT EDITION

WHARF DESIGN CRITERIA

LIVE LOAD:

UNIFORM LOAD:	1,000 PSF
TRUCK LOAD:	AASHTO HS-25
CRANE LOAD:	LIEBHERR LHM 320 (MODIFIED)
STACKER LOAD:	MI-JACK MJ50RS KALMAR DRF450-65S5

CONSTRUCTION SEQUENCE NOTES:

1. IN ORDER TO MAINTAIN FACILITY OPERATIONS AND OVERALL SITE SECURITY THROUGHOUT THE PROJECT, A CONSTRUCTION PHASING PLAN IS INCLUDED HEREIN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE PROPOSED CONSTRUCTION SEQUENCE AND ENSURE THAT THE FACILITY'S OPERATIONS AND SITE SECURITY ARE NOT COMPROMISED AT ANY TIME DURING THE PROJECT. ONCE THE PROJECT IS UNDERWAY, THE CONTRACTOR MAY SUBMIT VARIATIONS TO THIS SEQUENCE BUT SHALL NOT ASSUME THAT SAID VARIATIONS WILL BE AUTHORIZED.

DEMOLITION NOTES:

1. DEMOLITION SHALL BE CONDUCTED TO PREVENT DEBRIS FROM FALLING INTO THE RIVER. TO THE MAXIMUM EXTENT PRACTICABLE, ALL CONSTRUCTION DEBRIS, INCLUDING ANY LIQUIDS OR SLURRIES THAT ARE PRODUCED AS PART OF THE DEMOLITION, SHALL BE CAPTURED AND DISPOSED OF PROPERLY. THE CONTRACTOR SHALL COMPLY WITH APPLICABLE PERMIT CONDITIONS AND ENVIRONMENTAL REGULATIONS LISTED IN THE SPECIFICATIONS. WORK SHALL INCLUDE REMOVAL OF ANY CONSTRUCTION DEBRIS FROM THE RIVER AND INSTALLATION AND MAINTENANCE OF APPROPRIATE TURBIDITY CONTROLS DURING DEMOLITION AND CONSTRUCTION SUCH THAT NO TURBIDITY ESCAPES THE IMMEDIATE WORK AREA. UNDERWATER INSPECTIONS MAY BE CONDUCTED BY THE OWNER'S REPRESENTATIVE TO ENSURE ALL DEMOLITION AND CONSTRUCTION DEBRIS IS REMOVED FROM THE RIVER.

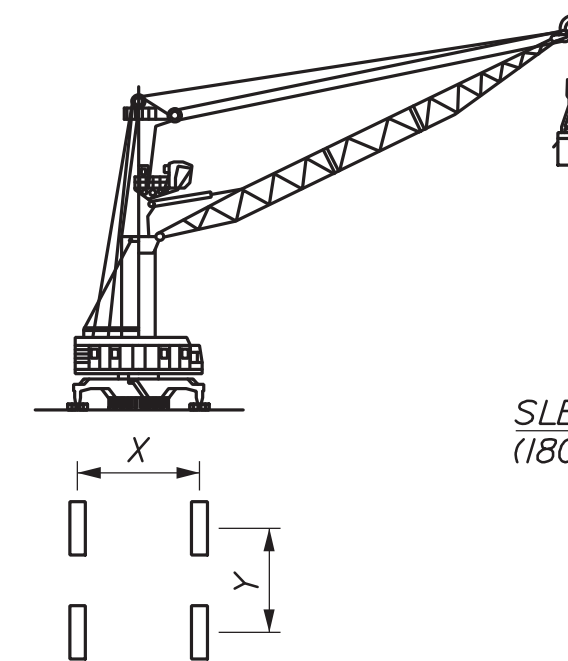
2. THE EXISTING SECURITY SYSTEM AND CLOSED CIRCUIT TELEVISION SYSTEM SHALL REMAIN FULLY FUNCTIONAL DURING ALL PHASES OF CONSTRUCTION. WORK SHALL BE COORDINATED WITH GALAXY INTEGRATED TECHNOLOGIES AND THE RESIDENT.

TIDAL DATA:	NGVD29	MLLW
TOP OF PIER DECK (ALONG EDGE OF DECK)	15.32±	19.84
FIRST FLOOR ELEVATION (FFE), OFFICE BUILDING	13.77	18.29
100 YR FLOOD RECURRENCE FLOOD WAVE ZONE (BFE) (V ZONE)	12.00	16.52
100 YR RECURRENCE FLOOD ZONE (STILL WATER)	10.00	14.52
HIGHEST OBSERVED WATER LEVEL (02/07/78)	9.61	14.13
MEAN HIGHER HIGH WATER (MHHW)	5.39	9.91
MEAN HIGH WATER (MHW)	4.95	9.47
NOTIONAL GEODETIC VERTICAL DATUM (NGVD) 1929	0.00	4.52
MEAN LOW WATER (MLW)	-4.18	0.34
MEAN LOWER LOW WATER (MLLW)	-4.52	0.00
LOWEST OBSERVED WATER LEVEL (11/30/55)	-7.97	-3.45

NOAA TIDAL STATION ID: 8418150, PORTLAND, CASCO BAY, MAINE
EPOCH: 1983-2001, UNITS: FEET

	JIB ANGLE (DEG)	MAX CORNER LOADS			
		SUPPORT PAD A (LBS)	SUPPORT PAD B (LBS)	SUPPORT PAD C (LBS)	SUPPORT PAD D (LBS)
STATIC LOAD EXCL. WIND	0	36290	36290	414345	414345
	MAX (38)	40565	194000	293215	446656
DYNAMIC LOAD EXCL. WIND	0	20328	20328	430307	430307
	MAX (38)	65585	385050	65585	385050

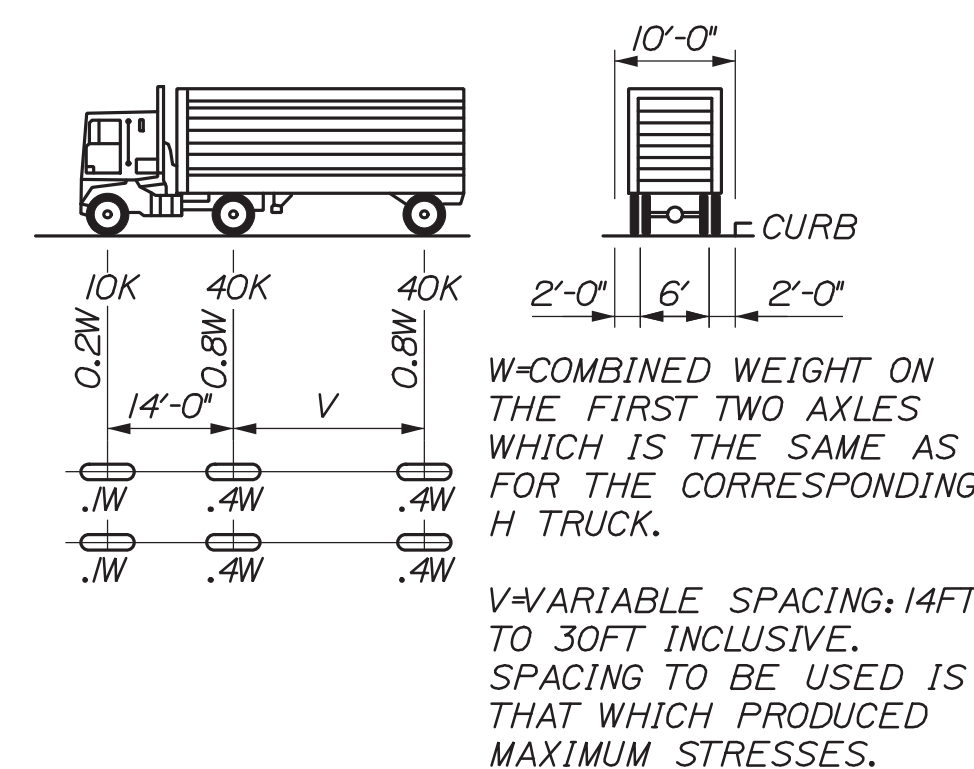
CORNERLOADS OF THE LHM320, SUPPORTING BASE 48'X37'-4"



DESIGN: CRANE

LHM 320	CRANE DIMENSIONS			
	X (FT.)	Y (FT.)	X1 (FT.)	Y1 (FT.)
	37'-4"	48'-0"	4'-0"	26'-0"

NOTE: 100 TON MOBILE HARBOR CRANE, LIEBHERR LHM (320) MODIFIED



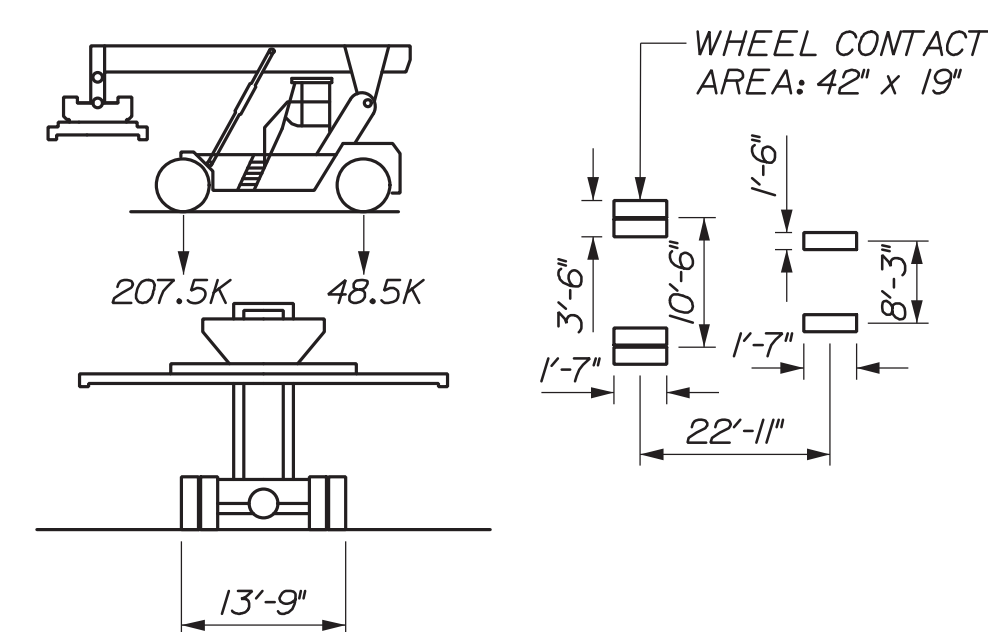
DESIGN: HS 25 TRUCK

ABBREVIATIONS:

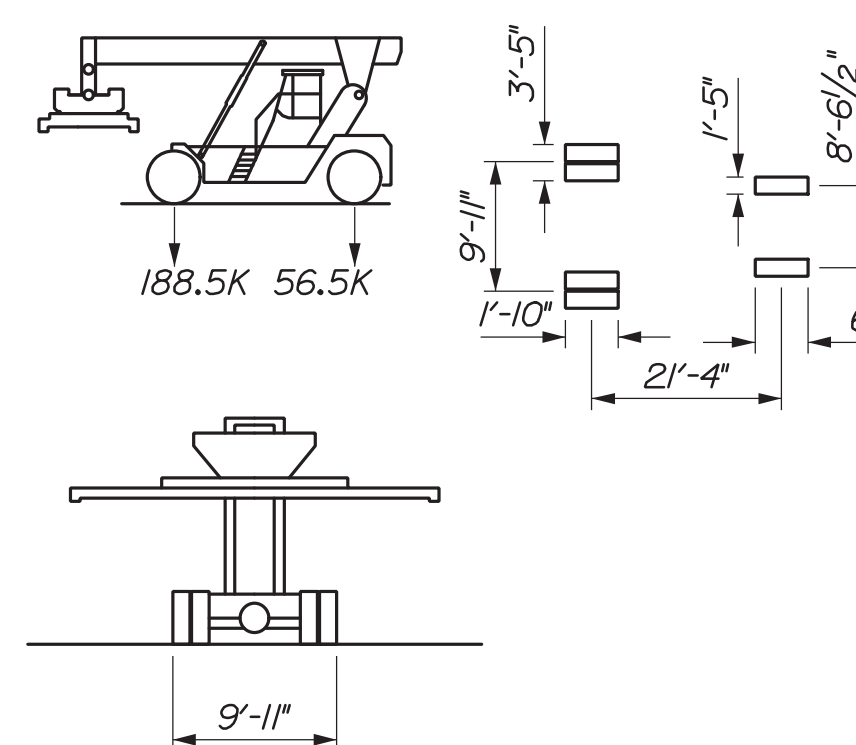
BLDG	BUILDING
CB	CATCH BASIN
CIP	CAST-IN-PLACE
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CY	CUBIC YARD
DIA	DIAMETER
EA	EACH
EF	EACH FACE
EL	ELEVATION IN FEET
EW	EACH WAY
EXP. JT.	EXPANSION JOINT
FFE	FIRST FLOOR ELEVATION
FS	FAR SIDE
HDG	HOT DIPPED GALVANIZED
HSS	HOLLOW STRUCTURAL SECTIONS
ID	INSIDE DIAMETER
IMT	INTERNATIONAL MARINE TERMINAL
K (KIP)	1000 POUNDS
LBS	POUNDS
LF	LINEAR FEET
MAX	MAXIMUM
MIL	.001 INCHES
MIN.	MINIMUM
NS	NEAR SIDE
NTS	NOT TO SCALE
OC	ON CENTER
PSF	POUNDS PER SQUARE FOOT
R	RADIUS
REF	REFERENCE
REQ'D	REQUIRED
SF	SQUARE FEET
SS	STAINLESS STEEL
STD	STANDARD
SWL	SAFE WORKING LOAD
TBM	TEMPORARY BENCHMARK
TEMP	TEMPORARY
TYP.	TYPICAL
UON	UNLESS OTHERWISE NOTED

LEGEND:

	PLATE
	CENTER LINE
	REINFORCING BAR SIZE
	SPOT ELEVATION (FEET)
	PROJECT BENCHMARK
	TEST BORINGS
	FIRE HYDRANT
	UNDERGROUND ELECTRIC BOX
	EXISTING LIGHT POLE
	PROPOSED LIGHT POLE
	HARDWOOD TREE
	SANITARY MANHOLE
	WATER GATE
	CATCH BASIN
	DRAIN MANHOLE
	MANHOLE
	TELEPHONE MANHOLE
	ELECTRICAL MANHOLE
	EXISTING CHAIN LINK FENCE
	GUARD RAIL
	ELECTRIC LINES
	SANITARY SEWER
	STORM DRAIN
	TELEPHONE
	WATER
	GAS
	CURBING
	RAILROAD TRACKS
	BEDROCK
	CONCRETE
	SAND
	STEEL



DESIGN: MI-JACK 50 RS LOADED RAIL STACKER



DESIGN: KALMAR DRF450-65S5 LOADED RAIL STACKER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP 2194(206)
WIN 021942.06

PROJ. MANAGER	DATE	BY	DATE
J. Burns	5/18	P. Bishop	5/18
T. Poplin	5/18	C. Morin	5/18

DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
J. Burns	T. Poplin						

PORTLAND INTERNATIONAL MARINE TERMINAL
MAINE INTERMODAL PORT PRODUCTIVITY PROJECT
WHARF INFILL & BUILDING REMOVAL
CUMBERLAND COUNTY
PORTLAND
GENERAL NOTES & DESIGN CRITERIA

SHEET NUMBER

G02

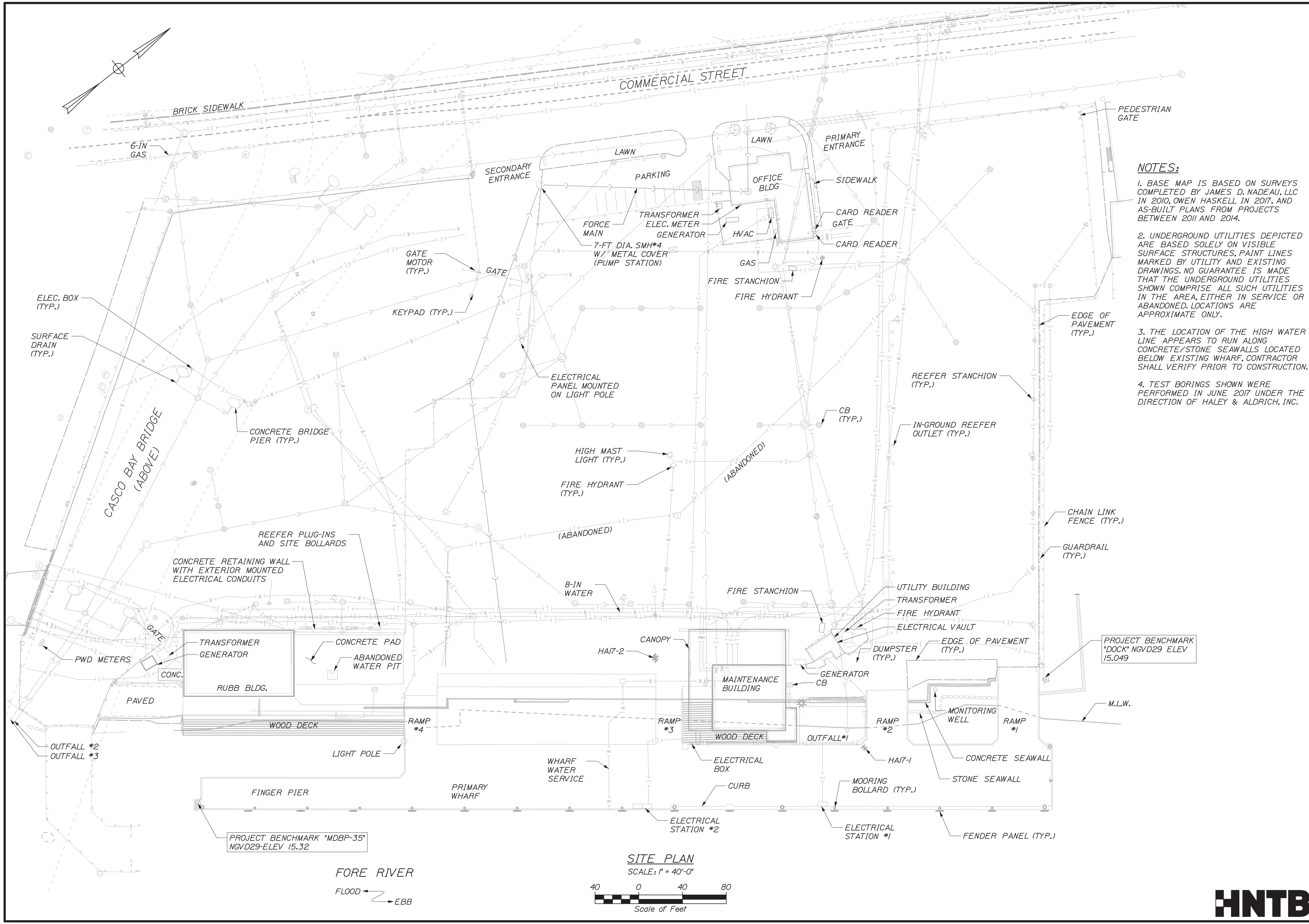


Date: 5/21/2018

Username:

Division:

Filename: 003_Existing Conditions (G03).dgn



- NOTES:**
1. BASE MAP IS BASED ON SURVEYS COMPLETED BY JAMES D. NADEAU, LLC IN 2010, OWEN HASKELL IN 2017, AND AS-BUILT PLANS FROM PROJECTS BETWEEN 2011 AND 2014.
 2. UNDERGROUND UTILITIES DEPICTED ARE BASED SOLELY ON VISIBLE SURFACE STRUCTURES, PAINT LINES MARKED BY UTILITY AND EXISTING DRAWINGS. NO GUARANTEE IS MADE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. LOCATIONS ARE APPROXIMATE ONLY.
 3. THE LOCATION OF THE HIGH WATER LINE APPEARS TO RUN ALONG CONCRETE/STONE SEAWALLS LOCATED BELOW EXISTING WHARF. CONTRACTOR SHALL VERIFY PRIOR TO CONSTRUCTION.
 4. TEST BORINGS SHOWN WERE PERFORMED IN JUNE 2017 UNDER THE DIRECTION OF HALEY & ALDRICH, INC.

SITE PLAN

SCALE: 1" = 40'-0"



FORE RIVER
 FLOOD →
 ← EBB

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
STP 2194(206)		WIN 021942.06	
PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	5/18	P. Bishop	5/18
CHECKED-REVIEWED	5/18	J. Burns	5/18
DESIGN-DETAILED		T. Pajin	
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
PORTLAND INTERNATIONAL MARINE TERMINAL MAINE INTERMODAL PORT PRODUCTIVITY PROJECT WHARF INFILL & BUILDING REMOVAL CUMBERLAND COUNTY		SIGNATURE	
PORTLAND		P.E. NUMBER	
EXISTING CONDITIONS		DATE	
SHEET NUMBER			
G03			
3 OF 21			



Date: 5/17/2018

Username:

Division:

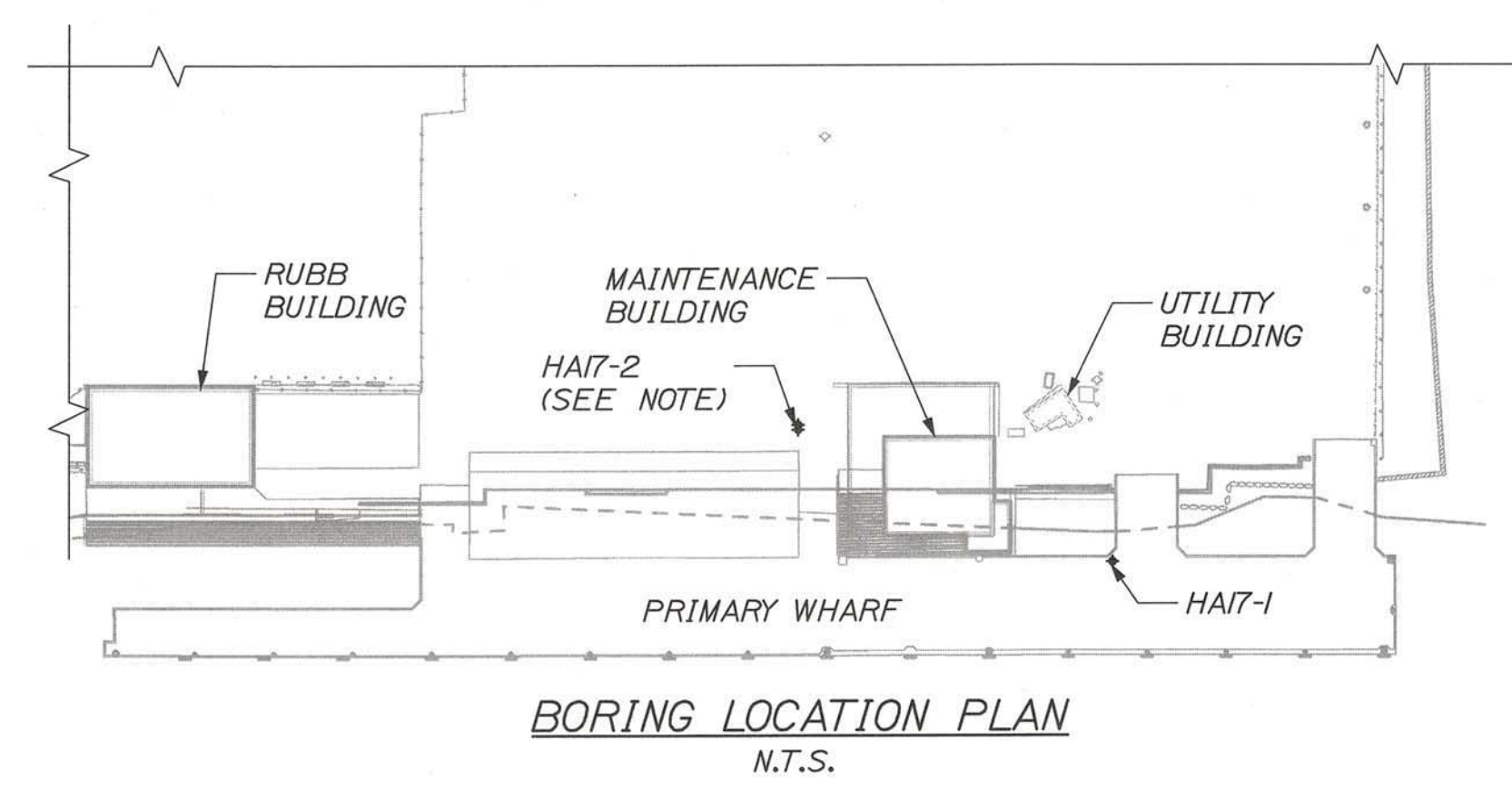
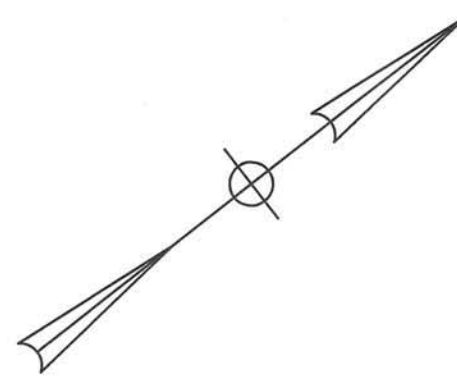
Filename: 004_Boring_Logs_1 (G04).dgn

HALEY ALDRICH TEST BORING REPORT										Boring No. HA17-1	
Client: Proposed Pier Improvements, MT, Portland, Maine Contractor: HNTB Corporation Contractor: Northern Test Borings, Inc.								File No.: 129950-002 Sheet No.: 1 of 4 Start: 19 June 2017 Finish: 20 June 2017 Driller: M. Nadeau HAR Rep.: M. Snow			
Type: HW Waste Diameter (in): 4.0 Hammer Weight (lb): 140 Hammer Fall (in): 30										Bl Type: Roller Bit Drill Fluid: Polymer Casing: HW to 85.0 ft Holdhammer: Winch/Automatic Hammer PID Make & Model: MinifRAE 2000 10.8 eV	
Visual Annual Identification and Description (Penetration, color, GROUP NAME, etc. per 6.4.0.1, 6.4.0.2, 6.4.0.3, 6.4.0.4, 6.4.0.5, 6.4.0.6, 6.4.0.7, 6.4.0.8, 6.4.0.9, 6.4.0.10, 6.4.0.11, 6.4.0.12, 6.4.0.13, 6.4.0.14, 6.4.0.15, 6.4.0.16, 6.4.0.17, 6.4.0.18, 6.4.0.19, 6.4.0.20, 6.4.0.21, 6.4.0.22, 6.4.0.23, 6.4.0.24, 6.4.0.25, 6.4.0.26, 6.4.0.27, 6.4.0.28, 6.4.0.29, 6.4.0.30, 6.4.0.31, 6.4.0.32, 6.4.0.33, 6.4.0.34, 6.4.0.35, 6.4.0.36, 6.4.0.37, 6.4.0.38, 6.4.0.39, 6.4.0.40, 6.4.0.41, 6.4.0.42, 6.4.0.43, 6.4.0.44, 6.4.0.45, 6.4.0.46, 6.4.0.47, 6.4.0.48, 6.4.0.49, 6.4.0.50, 6.4.0.51, 6.4.0.52, 6.4.0.53, 6.4.0.54, 6.4.0.55, 6.4.0.56, 6.4.0.57, 6.4.0.58, 6.4.0.59, 6.4.0.60, 6.4.0.61, 6.4.0.62, 6.4.0.63, 6.4.0.64, 6.4.0.65, 6.4.0.66, 6.4.0.67, 6.4.0.68, 6.4.0.69, 6.4.0.70, 6.4.0.71, 6.4.0.72, 6.4.0.73, 6.4.0.74, 6.4.0.75, 6.4.0.76, 6.4.0.77, 6.4.0.78, 6.4.0.79, 6.4.0.80, 6.4.0.81, 6.4.0.82, 6.4.0.83, 6.4.0.84, 6.4.0.85, 6.4.0.86, 6.4.0.87, 6.4.0.88, 6.4.0.89, 6.4.0.90, 6.4.0.91, 6.4.0.92, 6.4.0.93, 6.4.0.94, 6.4.0.95, 6.4.0.96, 6.4.0.97, 6.4.0.98, 6.4.0.99, 6.4.0.100)										Soil Sand Field Test % Coarse % Fines Moisture % % % Blow Penetration Count Resistance (Blows/ft) (kN/cm²) Depth (ft) Depth (m)	
Notes: 20.7 ft from top of deck to mudline from deck. Sample depths reference mudline. Soft black silty SAND with gravel (SM), mps 1.5 in., organic odor, wet, contains fine black fragments -HARBOR BOTTOM DEPOSIT- Note: Drill cuttings indicate granular soil to approximately 4 ft. Very soft olive-brown organic SILT (CL), mps 0.43 mm, strong organic odor, wet, contains shells -HARBOR BOTTOM DEPOSIT- No Recovery Medium dense gray poorly-graded SAND (SP), mps 0.25 in., no odor, wet -MARINE DEPOSIT- (Sand) Medium dense gray poorly-graded SAND (SP), mps 0.25 in., no odor, wet										Summary Overburden (ft) 101.2 Rock Core (ft) - Cuttings 20S, 1U Concrete Barbed Steel Boring No. HA17-1	
Water Level Data Date: Time (hr): Depth (ft) to: Sample ID: Well Diagram: Summary:										Field Test Date: Time (hr): Depth (ft) to: Sample ID: Well Diagram: Summary:	

HALEY ALDRICH TEST BORING REPORT										Boring No. HA17-1	
Client: Proposed Pier Improvements, MT, Portland, Maine Contractor: HNTB Corporation Contractor: Northern Test Borings, Inc.								File No.: 129950-002 Sheet No.: 2 of 4			
Visual Annual Identification and Description (Penetration, color, GROUP NAME, etc. per 6.4.0.1, 6.4.0.2, 6.4.0.3, 6.4.0.4, 6.4.0.5, 6.4.0.6, 6.4.0.7, 6.4.0.8, 6.4.0.9, 6.4.0.10, 6.4.0.11, 6.4.0.12, 6.4.0.13, 6.4.0.14, 6.4.0.15, 6.4.0.16, 6.4.0.17, 6.4.0.18, 6.4.0.19, 6.4.0.20, 6.4.0.21, 6.4.0.22, 6.4.0.23, 6.4.0.24, 6.4.0.25, 6.4.0.26, 6.4.0.27, 6.4.0.28, 6.4.0.29, 6.4.0.30, 6.4.0.31, 6.4.0.32, 6.4.0.33, 6.4.0.34, 6.4.0.35, 6.4.0.36, 6.4.0.37, 6.4.0.38, 6.4.0.39, 6.4.0.40, 6.4.0.41, 6.4.0.42, 6.4.0.43, 6.4.0.44, 6.4.0.45, 6.4.0.46, 6.4.0.47, 6.4.0.48, 6.4.0.49, 6.4.0.50, 6.4.0.51, 6.4.0.52, 6.4.0.53, 6.4.0.54, 6.4.0.55, 6.4.0.56, 6.4.0.57, 6.4.0.58, 6.4.0.59, 6.4.0.60, 6.4.0.61, 6.4.0.62, 6.4.0.63, 6.4.0.64, 6.4.0.65, 6.4.0.66, 6.4.0.67, 6.4.0.68, 6.4.0.69, 6.4.0.70, 6.4.0.71, 6.4.0.72, 6.4.0.73, 6.4.0.74, 6.4.0.75, 6.4.0.76, 6.4.0.77, 6.4.0.78, 6.4.0.79, 6.4.0.80, 6.4.0.81, 6.4.0.82, 6.4.0.83, 6.4.0.84, 6.4.0.85, 6.4.0.86, 6.4.0.87, 6.4.0.88, 6.4.0.89, 6.4.0.90, 6.4.0.91, 6.4.0.92, 6.4.0.93, 6.4.0.94, 6.4.0.95, 6.4.0.96, 6.4.0.97, 6.4.0.98, 6.4.0.99, 6.4.0.100)										Soil Sand Field Test % Coarse % Fines Moisture % % % Blow Penetration Count Resistance (Blows/ft) (kN/cm²) Depth (ft) Depth (m)	
Notes: Loose dark gray-brown silty SAND (SM), organic silt layer with shells, trace fine gravel, no odor, wet, contains wood -MARINE DEPOSIT- (Sand) Note: Attempt tube sample from 25 to 27 ft; 3 in. recovery - gray lean CLAY with sand on bottom; probable sand layer. Medium stiff gray lean CLAY (CL) with sample depth from 25 to 27 ft. Collected split spoon sample through tube frequent fine sand seams (0.0625 in.), mps 0.42 mm, no odor, wet -MARINE DEPOSIT- (Clay) Note: Gray lean CLAY (CL) in top and bottom of tube. 55x110 mm vane raw torque readings: V1 (21.5-32.0 ft): 200/150 in. lbc. Sp775/500 psi V2 (33.5-33.0 ft): Advanced field vane to refusal at 32.8 ft on probable sand layer Medium dense brown poorly-graded SAND (SP), mps 0.43 mm, no odor, wet -MARINE DEPOSIT- (Sand) Medium dense brown poorly-graded SAND (SP), mps 2 mm, no odor, wet Medium dense brown poorly-graded SAND (SP), mps 2 mm, no odor, wet, occasional red-brown seams (0.25 to 0.5 in.)										Summary Overburden (ft) 101.2 Rock Core (ft) - Cuttings 20S, 1U Concrete Barbed Steel Boring No. HA17-1	

HALEY ALDRICH TEST BORING REPORT										Boring No. HA17-1	
Client: Proposed Pier Improvements, MT, Portland, Maine Contractor: HNTB Corporation Contractor: Northern Test Borings, Inc.								File No.: 129950-002 Sheet No.: 3 of 4			
Visual Annual Identification and Description (Penetration, color, GROUP NAME, etc. per 6.4.0.1, 6.4.0.2, 6.4.0.3, 6.4.0.4, 6.4.0.5, 6.4.0.6, 6.4.0.7, 6.4.0.8, 6.4.0.9, 6.4.0.10, 6.4.0.11, 6.4.0.12, 6.4.0.13, 6.4.0.14, 6.4.0.15, 6.4.0.16, 6.4.0.17, 6.4.0.18, 6.4.0.19, 6.4.0.20, 6.4.0.21, 6.4.0.22, 6.4.0.23, 6.4.0.24, 6.4.0.25, 6.4.0.26, 6.4.0.27, 6.4.0.28, 6.4.0.29, 6.4.0.30, 6.4.0.31, 6.4.0.32, 6.4.0.33, 6.4.0.34, 6.4.0.35, 6.4.0.36, 6.4.0.37, 6.4.0.38, 6.4.0.39, 6.4.0.40, 6.4.0.41, 6.4.0.42, 6.4.0.43, 6.4.0.44, 6.4.0.45, 6.4.0.46, 6.4.0.47, 6.4.0.48, 6.4.0.49, 6.4.0.50, 6.4.0.51, 6.4.0.52, 6.4.0.53, 6.4.0.54, 6.4.0.55, 6.4.0.56, 6.4.0.57, 6.4.0.58, 6.4.0.59, 6.4.0.60, 6.4.0.61, 6.4.0.62, 6.4.0.63, 6.4.0.64, 6.4.0.65, 6.4.0.66, 6.4.0.67, 6.4.0.68, 6.4.0.69, 6.4.0.70, 6.4.0.71, 6.4.0.72, 6.4.0.73, 6.4.0.74, 6.4.0.75, 6.4.0.76, 6.4.0.77, 6.4.0.78, 6.4.0.79, 6.4.0.80, 6.4.0.81, 6.4.0.82, 6.4.0.83, 6.4.0.84, 6.4.0.85, 6.4.0.86, 6.4.0.87, 6.4.0.88, 6.4.0.89, 6.4.0.90, 6.4.0.91, 6.4.0.92, 6.4.0.93, 6.4.0.94, 6.4.0.95, 6.4.0.96, 6.4.0.97, 6.4.0.98, 6.4.0.99, 6.4.0.100)										Soil Sand Field Test % Coarse % Fines Moisture % % % Blow Penetration Count Resistance (Blows/ft) (kN/cm²) Depth (ft) Depth (m)	
Notes: Dense gray poorly-graded SAND (SP), mps 0.42 mm, no odor, wet Note: Washed ahead of casing in 5-ft increments beginning at 50 ft to bottom of exploration. -MARINE DEPOSIT- (Sand) Dense brown poorly-graded SAND with gravel (SP), mps 1 in., no odor, wet, grading to gray at bottom of sample Note: Drill section indicates gravel from 56 to 60 ft, and 62 to 65 ft. Very dense gray poorly-graded GRAVEL with sand (GP), mps 1 in., no odor, wet Note: Low recovery (wash sample). -ICE CONTACT DEPOSIT- Very dense gray poorly-graded SAND with silt and gravel (SP-SM), mps 0.42 mm, no odor, wet -ICE CONTACT DEPOSIT- Very dense gray poorly-graded SAND with silt and gravel (SP-SM), mps 2 in., stratified (gravel layer), no odor, wet Very dense brown-gray poorly-graded SAND with gravel (SP), mps 2 in., no odor, wet, well bonded -GLACIAL TILL-										Summary Overburden (ft) 101.2 Rock Core (ft) - Cuttings 20S, 1U Concrete Barbed Steel Boring No. HA17-1	

HALEY ALDRICH TEST BORING REPORT										Boring No. HA17-1	
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Notes: Very dense brown-gray poorly-graded SAND with gravel (SP), mps 2 in., no odor, wet, moderately bonded -GLACIAL TILL- Very dense brown-gray well graded SAND with gravel (SW), mps 1.5 in., no odor, wet, moderately well bonded Very dense gray well graded SAND with silt and gravel (SW-SM), mps 1.5 in., no odor, wet, slightly to moderately bonded Note: Probable boulders from 92 to 99 ft; rock chips observed in wash water return. Very dense gray well graded SAND with gravel (SW), mps 1.5 in., no odor, wet BOTTOM OF EXPLORATION 101.2 FT (NO REFUSAL) Note: All soil samples within the fill were screened with a photomicrograph detector. No elevated readings were encountered during screening.										Summary Overburden (ft) 101.2 Rock Core (ft) - Cuttings 20S, 1U Concrete Barbed Steel Boring No. HA17-1	



GEOTECHNICAL NOTES: (APPLICABLE TO SHEETS G04 AND G05)

- SOIL CLASSIFICATION, PROPERTIES AND DESCRIPTIONS ARE BASED ON ENGINEERING INTERPRETATION OF AVAILABLE SUBSURFACE INFORMATION BY HALEY & ALDRICH, INC. AND MAY NOT NECESSARILY REFLECT ACTUAL VARIATIONS IN SUBSURFACE CONDITIONS THAT MAY BE ENCOUNTERED BETWEEN INDIVIDUAL BORINGS OR SAMPLE LOCATIONS.
- OBSERVED WATER LEVELS AND/OR WATER CONDITIONS INDICATED ARE AS RECORDED AT THE TIME OF EXPLORATION AND MAY VARY ACCORDING TO THE PREVAILING RAINFALL, METHODS OF EXPLORATION, AND OTHER FACTORS.
- SOUND ENGINEERING JUDGMENT WAS EXERCISED IN PREPARING THE SUBSURFACE INFORMATION PRESENTED HEREIN. ANALYSIS AND INTERPRETATION OF SUBSURFACE DATA WAS PERFORMED AND INTENDED FOR AUTHORITY DESIGN AND ESTIMATE PURPOSES ONLY. PRESENTATION OF THE INFORMATION ON THESE PLANS OR ELSEWHERE IS FOR THE PURPOSE OF PROVIDING INTENDED USERS WITH ACCESS TO THE SAME DATA AVAILABLE TO THE AUTHORITY. THE SUBSURFACE INFORMATION IS PRESENTED IN GOOD FAITH AND IS NOT INTENDED AS A SUBSTITUTE FOR ADDITIONAL EXPLORATIONS. INDEPENDENT INTERPRETATIONS, INDEPENDENT ANALYSIS OR JUDGMENT BY THE CONTRACTOR.
- GRID NORTH ON THE NORTH AMERICAN DATUM 1983 (NAD83).
- FOR HA17-2, ENCOUNTERED CONCRETE AT 10FT, AUGURED TO REFUSAL ON CONCRETE. MOVED LOCATION 2.5FT WEST AND DRILLED TO 10FT AND CONTINUED SAMPLING.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP 2194(206)
WIN
021942.06

PROFESSIONAL SEAL
STATE OF MAINE
BRYAN C. STERN
No. 12008
LICENSED PROFESSIONAL ENGINEER

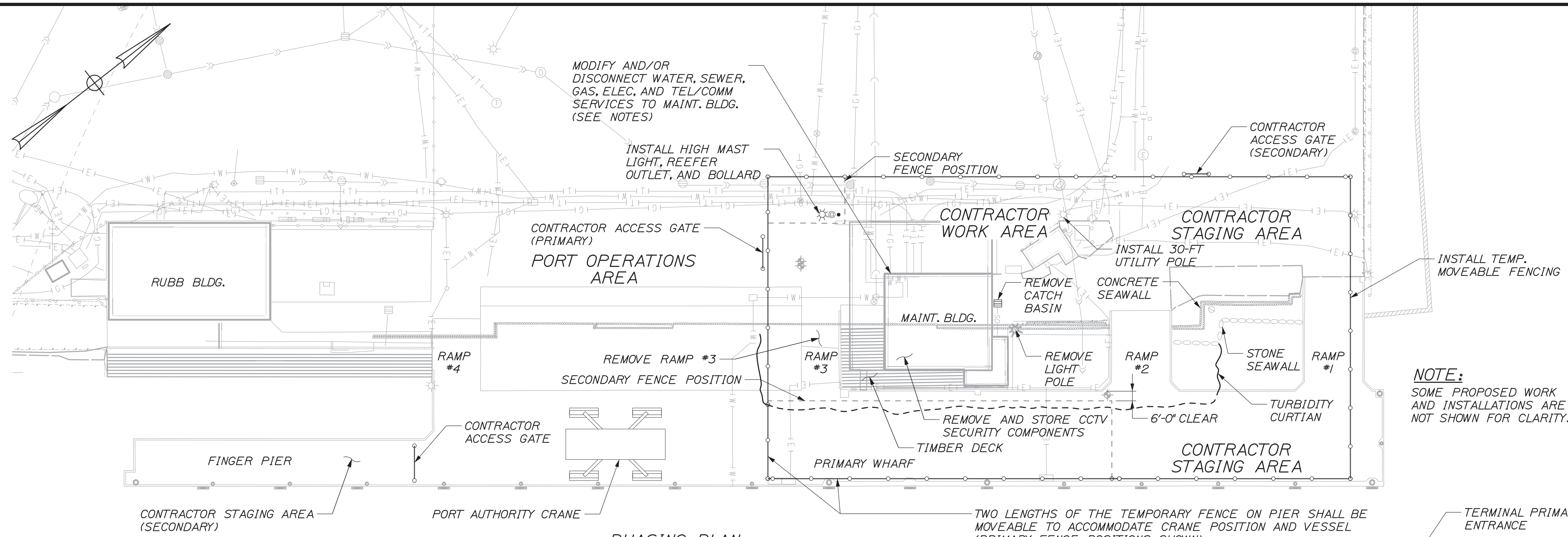
DATE: 5/17/2018
BY: P. Blahop, C. Morin
SIGNATURE: [Signature]
P.E. NUMBER: 12008
DATE: 5/17/2018

PROJ. MANAGER: J. Burns
CHECKED-REVIEWED: T. Poulin
DESIGNS-DETAILED: [Blank]
REVISIONS: 1
REVISIONS: 2
REVISIONS: 3
REVISIONS: 4
FIELD CHANGES

PORTLAND INTERNATIONAL MARINE TERMINAL
MAINE INTERMODAL PORT PRODUCTIVITY PROJECT
WHARF INFILL & BUILDING REMOVAL
CUMBERLAND COUNTY
PORTLAND
BORING LOGS I

SHEET NUMBER
G04
4 OF 21





PHASING PLAN

SCALE: 1" = 40'-0"



GENERAL PHASING NOTES:

1. THE PHASING SEQUENCE SHOWN HEREIN ACCOMMODATES FACILITY OPERATIONS, SECURITY, AND ANTICIPATED CONSTRUCTION SEQUENCE. THE CONSTRUCTION PHASE NOTES DESCRIBE THE WORK TO BE INCLUDED IN THE DESIGNATED PHASE HOWEVER DO NOT NECESSARILY DENOTE THE ORDER IN WHICH THE WORK MUST OCCUR.
2. SCHEDULING OF ALL WORK SHALL BE COORDINATED WITH THE PORT AUTHORITY AND THE RESIDENT. COORDINATION MEETINGS WITH THE PORT AUTHORITY, RESIDENT, AND CONTRACTOR WILL IDENTIFY THE LIMITS OF PROPOSED WORK SCHEDULED TO BE COMPLETED.
3. UTILITIES REMOVED FROM SERVICE MUST BE RECONNECTED AND OPERATIONAL WITHIN A TIME FRAME ACCEPTED BY THE OWNER. CCTV AND SECURITY SYSTEMS MUST REMAIN ONLINE AT ALL TIMES.
4. THE CONTRACTOR SHALL CONTACT ALL APPROPRIATE UTILITIES TO ARRANGE FOR TERMINATION AND REMOVAL OF SALVAGEABLE EQUIPMENT AND MATERIALS.
5. THE PRIMARY CONSTRUCTION ZONE SHALL REMAIN CONFINED BY TEMPORARY FENCING AND SECURED GATES AT ALL TIMES. THE CONTRACTOR ACCESS GATE SHALL REMAIN CLOSED WHEN NOT IN USE AND SHALL BE LOCKED DAILY UPON COMPLETION OF CONSTRUCTION ACTIVITIES. DURING ACTIVITIES THAT RESULT IN GAPS IN SECURITY FENCING, THE CONTRACTOR WILL BE RESPONSIBLE FOR RESTRICTING ACCESS INTO THE PRIMARY CONSTRUCTION ZONE.
6. THE PORT AUTHORITY MAY PERMIT THE TEMPORARY USE OF PORTIONS OF THE PORT OPERATIONS AREA AND THE CHASSIS STORAGE AREA TO THE CONTRACTOR FOR SHORT PERIODS OF TIME. REQUESTS MUST BE MADE IN WRITING TO THE AUTHORITY AND MUST DESCRIBE THE SIZE OF THE AREA NEEDED, FUNCTION, AND DURATION. THE PORT AUTHORITY WILL CONSIDER WRITTEN REQUESTS ONLY.
7. THE CONTRACTOR SHALL BE LIMITED TO THE CONTRACTOR WORK AREA AND CONTRACTOR STAGING AREA EXCEPT DURING SCHEDULED CONSTRUCTION ACTIVITIES WHICH MAY OCCUR IN THE PORT OPERATIONS AREAS. CONTRACTOR PERSONNEL SHALL HAVE THE PROPER SECURITY CLEARANCE PRIOR TO ENTERING THESE AREAS.
8. THE PRIMARY WHARF AND RAMP #1 HAVE A 1,000 PSF LIVE LOAD CAPACITY. RAMP #2 HAS A 700 PSF LIVE LOAD CAPACITY. THE FINGER PIER, RAMPS #3, AND #4 HAVE A 450 PSF LIVE LOAD CAPACITY.
9. THE CONTRACTOR IS ADVISED THAT THE PRIMARY ENTRANCE AND STORAGE AREA IN THE NORTHEAST QUADRANT OF THE TERMINAL WILL BE UNDER CONSTRUCTION BY ANOTHER CONTRACTOR THROUGH JUNE 2019. COORDINATION OF ACTIVITIES AND GENERAL USE OF THE PRIMARY ENTRANCE SHALL BE RESOLVED THROUGH WEEKLY MEETINGS BETWEEN CONTRACTORS.

PHASE 1 NOTES:

PRE-DEMOLITION:

1. INSTALL TEMPORARY FENCING AND ACCESS GATES AROUND THE PERIMETER OF THE PRIMARY CONSTRUCTION ZONE AND FINGER PIER.
2. INSTALL TURBIDITY CURTAIN AND DEBRIS BOOM BENEATH THE PRIMARY WHARF.
3. INSTALL NEW ELECTRICAL STANCHION ON THE WHARF AND THE NECESSARY ELECTRICAL WIRING FOR ALL THREE STANCHIONS.
4. INSTALL STORED HIGH MAST LIGHT, REEFER STANCHION, BOLLARD, AND 30-FT UTILITY POLE FOR CCTV CAMERAS.
5. RE-ROUTE TELECOMMUNICATION LINE TO UTILITY BUILDING AND RECONNECT.

PHASE 2 NOTES:

DEMOLITION:

1. REMOVE AND STORE CCTV SECURITY COMPONENTS FROM THE MAINTENANCE BUILDING. STORE COMPONENTS IN THE RUBB BUILDING. COORDINATE CCTV SECURITY WORK WITH OWNER'S SECURITY SYSTEM SUPPLIER/INSTALLER; GALAXY INTEGRATED TECHNOLOGIES. ALL CCTV SECURITY WORK MUST BE COMPLETE AND OPERATIONAL PRIOR TO DEMOLITION OF THE MAINTENANCE BUILDING.
2. DISCONNECT UNDERGROUND ELECTRICAL SERVICE TO THE MAINTENANCE BUILDING AND ELECTRICAL PANEL AT THE MAINTENANCE BUILDING. MODIFY ELECTRICAL SERVICE TO THE RUBB BUILDING. TERMINATE POWER TO THE MAINTENANCE BUILDING.
3. REMOVE EXISTING ELECTRICAL CONDUITS AND WIRING ASSOCIATED WITH WHARF SERVICE.
4. TERMINATE GAS SERVICE TO THE MAINTENANCE BUILDING AND PROPERLY DRAIN AND REMOVE UNUSED PIPES. REMOVE GAS METER AND RETURN TO UTILITY.
5. SHUT OFF AND DISCONNECT UNDERGROUND WATER SERVICES TO THE MAINTENANCE BUILDING. INSTALL NEW UTILITY VAULT AND MAKE MODIFICATIONS TO EXISTING WATER LINES TO ALLOW FOR CONTINUATION OF SERVICE TO WHARF (4-INCH LINE) AND CONTINUATION THROUGH SEAWALL (6-INCH LINE). REMOVE METERS, VALVES, AND OTHER EQUIPMENT AND RELOCATE WITHIN THE NEW UTILITY VAULT. METERS TO BE RETURNED TO PORTLAND WATER DISTRICT.
6. DISCONNECT UNDERGROUND SANITARY SERVICE TO THE MAINTENANCE BUILDING AND MAKE MODIFICATION TO ALLOW FOR CONTINUATION OF SERVICE THROUGH SEAWALL.
7. REMOVE MAINTENANCE BUILDING, MEETING ROOMS AND OFFICES, CANOPY, TIMBER DECK, AND RAMP #3.

PHASE 2 NOTES (CONTINUED):

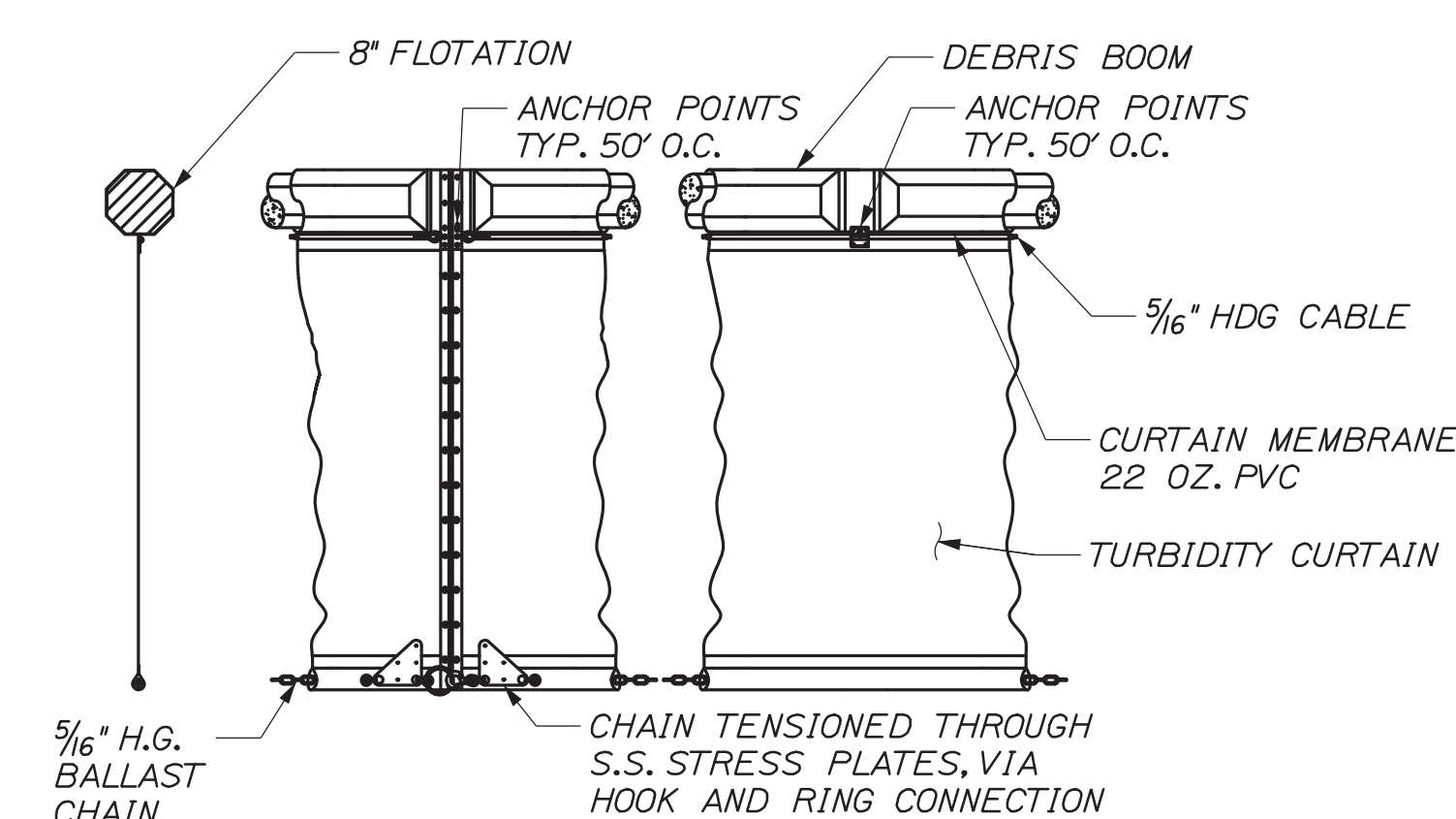
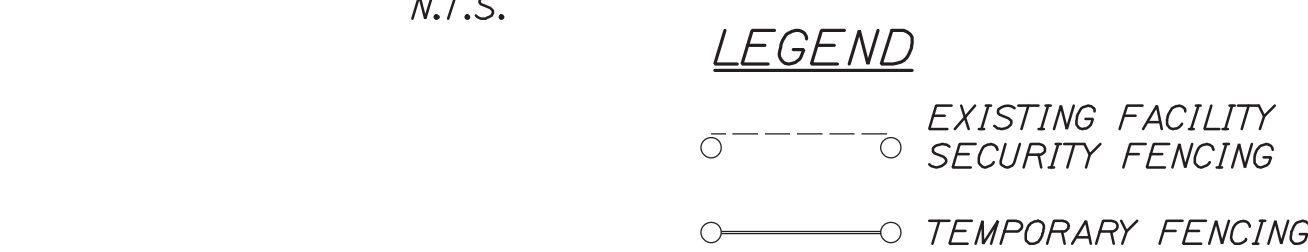
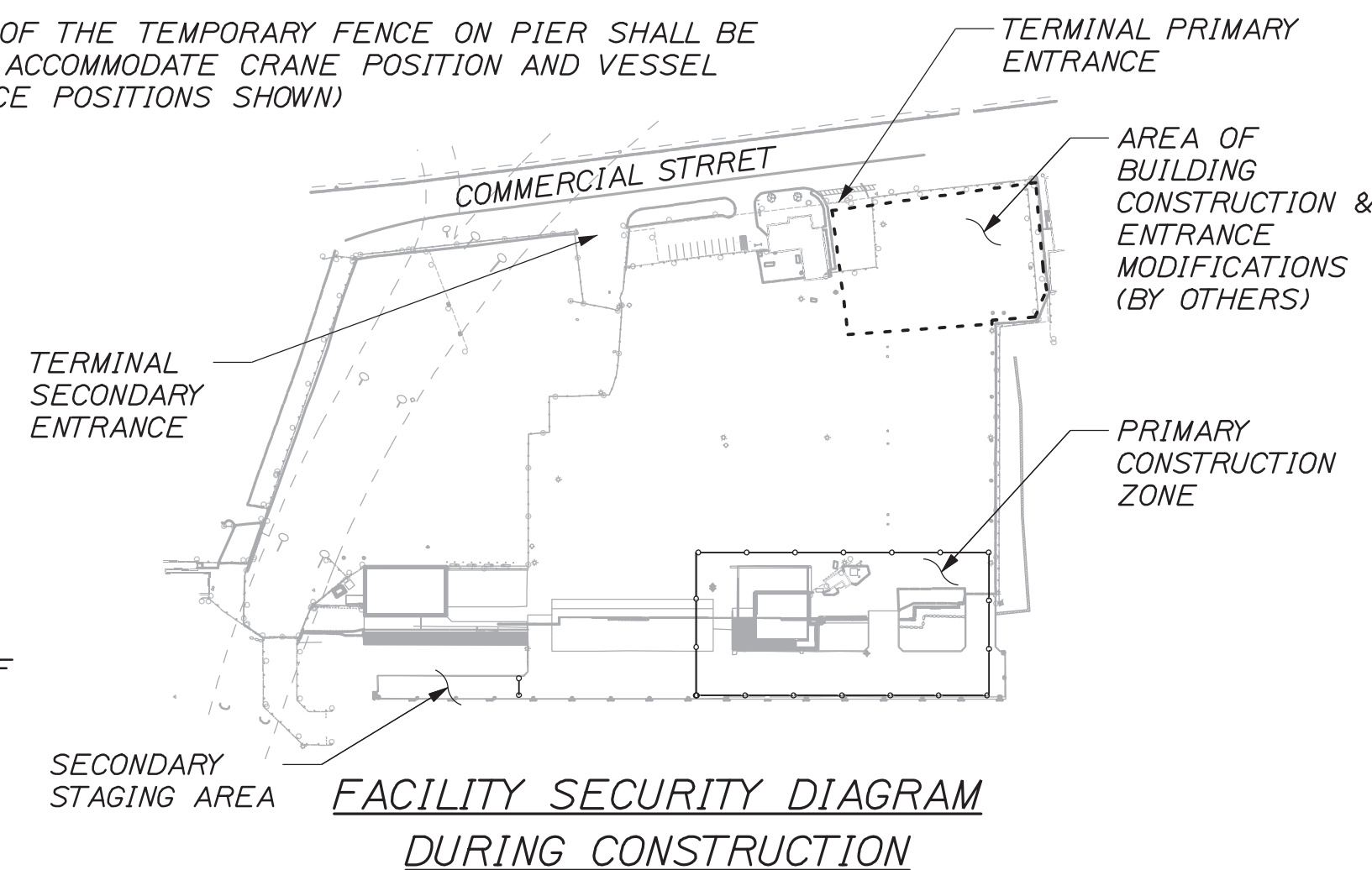
DEMOLITION:

8. REMOVE SELECT AREAS OF CONCRETE CURBS, CONCRETE DECK, CONCRETE FOUNDATIONS, AND CONCRETE SEAWALL. REMOVE SELECT WHARF BOLLARDS.
9. CUT SELECT FOUNDATION PILES AS NOTED.
10. REMOVE TOP PORTION OF CATCH BASIN TO A MINIMUM OF 4' BELOW GRADE. FILL PIPE AND ABANDON. PLUG PIPE AT SEAWALL FILL IN REMAINING CATCH BASIN WITH GRAVEL.

PHASE 3 NOTES:

INSTALLATION:

1. INSTALL WATER LINES, SEWER LINE, AND 4" DIA. CONDUIT (EMPTY). EXTEND THROUGH SEAWALL AND CAP.
2. SHIFT LOCATION OF ROCKS FROM EXISTING STONE SEAWALL TO EASE GRADE DIFFERENTIAL AND AVOID CONFLICT WITH NEW PILES.
3. INSTALL WHARF FOUNDATION ELEMENTS.
4. INSTALL WHARF AND APPROACH SLAB.
5. INSTALL REMAINING SITE BOLLARDS. PERFORM GRADING ALONG APPROACH SLAB AND HIGH MAST LIGHT.
6. INSTALL PAVEMENT.
7. REMOVE BROKEN WATERLINE IN UNDERDECK.
8. REMOVE TEMPORARY FENCING AND ACCESS GATE(S).



NOTE:
DEBRIS BOOM AND TURBIDITY CURTAIN AS MANUFACTURED BY ELATEC/AMERICAN MARINE OR APPROVED EQUAL

TEMPORARY DEBRIS BOOM AND TURBIDITY CURTAIN DETAIL
N.T.S.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP 2194(206)		WIN 021942.06	
PORTLAND INTERNATIONAL MARINE TERMINAL		MAINE INTERMODAL PORT PRODUCTIVITY PROJECT		WHARF INFILL & BUILDING REMOVAL		CUMBERLAND COUNTY	
PORTLAND		CONSTRUCTION		PHASING PLAN		SHEET NUMBER	
C01		6		OF		21	

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
	J. Burns	T. Poplin						
BY	P. Bishop	C. Morin	DATE	5/18	5/18			
SIGNATURE			P.E. NUMBER					
			DATE					



Date: 5/21/2018

Username:

Division:

Filename: 007_Site Demolition Plans (C02).dgn

NOTES:

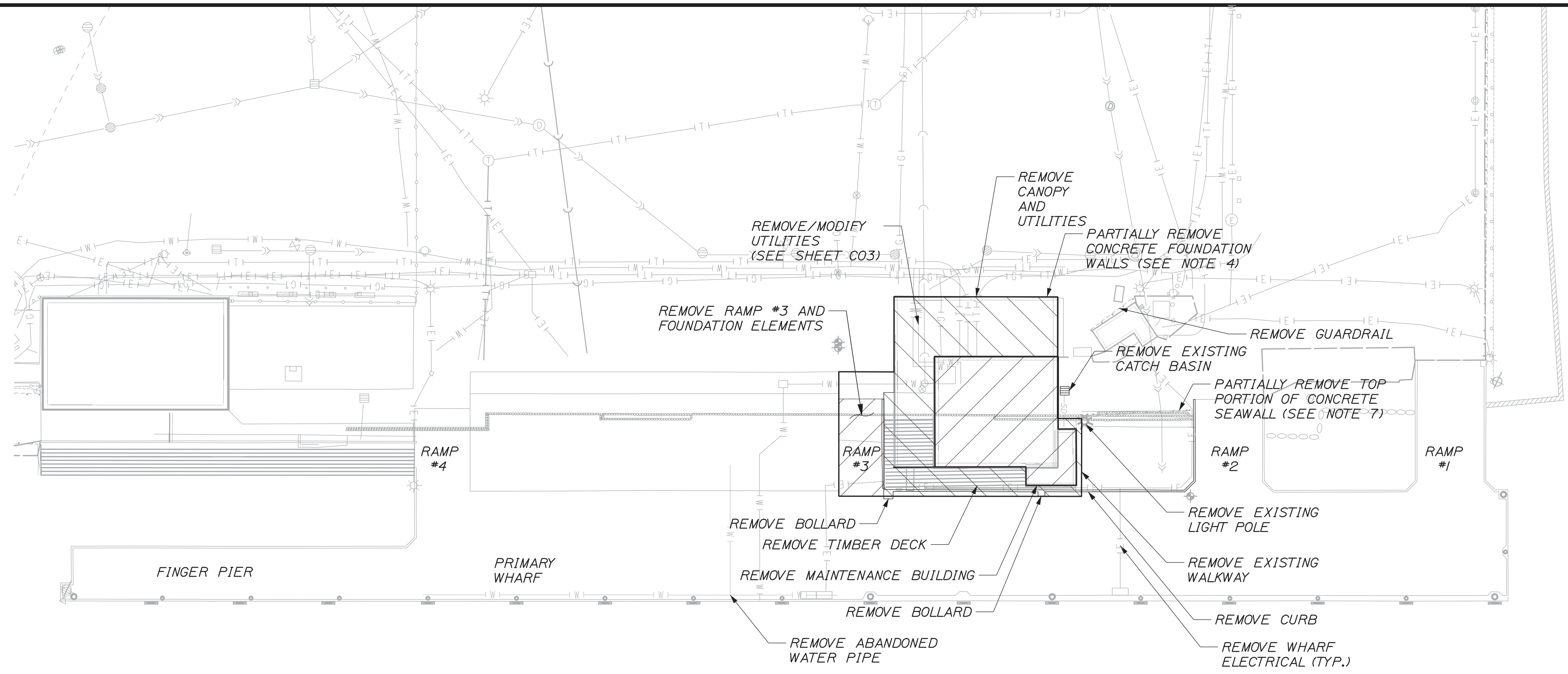
- REFER TO SHEET C01 FOR CONSTRUCTION PHASING DETAILS.
- CONTRACTOR SHALL VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR REMOVAL/MODIFICATION OF ALL EXISTING UTILITIES TO THE MAINTENANCE BUILDING, INCLUDING, BUT NOT LIMITED TO, GAS LINES, WATER LINES, SEWER LINES, ELECTRICAL LINES, AND TELECOMMUNICATIONS LINES. REFER TO SHEETS C01 AND C07 FOR OTHER UTILITY-SPECIFIC INFORMATION.
- CUT THREADED RODS HANGING FROM DECK PANELS TO 1 FT BELOW DECK AND CAP WITH LARGE REBAR CAPS TO PROTECT THREADS, SEE SHEET C06 FOR MORE DETAILS.
- CUT CONCRETE FOUNDATION WALLS (BENEATH ROOF CANOPY) TO 3 FEET BELOW GRADE.
- SEE SHEET C08 FOR PROPOSED PAVEMENT SECTION.
- LOCATION OF UTILITY VAULT SHALL BE SOUTH OF THE FOUNDATION WALL AND IN LINE WITH THE TWO WATER LINES, SO AS TO MINIMIZE WATER LINE REMOVALS BUT TO AVOID CONFLICT WITH NEW APPROACH SLAB. FINAL LOCATION SHALL BE COORDINATED WITH RESIDENT AND ENGINEER.
- PARTIAL REMOVAL OF TOP PORTIONS OF CONCRETE SEAWALL INCLUDES NOTCHES FOR PILE CAPS. WORK SHALL BE FOR ALL PILE CAP LOCATIONS. THIS WORK SHALL BE INCIDENTAL TO REMOVAL OF MAINTENANCE BUILDING, PAY ITEM 202.080.
- CONTRACTOR TO COORDINATE COMPLETE REMOVAL OF SECURITY SYSTEM (CCTV CAMERAS AND ROOF MOUNTED SATELLITE DISH) WITH GALAXY INTEGRATED TECHNOLOGIES PRIOR TO DEMOLITION. ALL EQUIPMENT SHALL BE SALVAGED AND PROVIDED TO THE OWNER..

DECK DEMOLITION NOTES:

- CONTRACTOR SHALL USE EXTREME CAUTION DURING DEMOLITION ACTIVITIES TO NOT DAMAGE EXISTING CONCRETE STRUCTURES TO REMAIN. IN EVENT DAMAGE TO RAMPS OR PIER OCCURS THE CONTRACTOR SHALL REPLACE OR REPAIR TO THE SATISFACTION OF THE OWNER AT NO ADDITIONAL EXPENSE.
- HEAVY CONSTRUCTION EQUIPMENT MUST REMAIN A MINIMUM OF 20-FT BEHIND THE SEAWALL DURING DECK DEMOLITION UNLESS APPROVED BY THE RESIDENT.

DEMOLITION NOTES:

- THE CONTRACTOR SHALL SUBMIT A DEMOLITION PLAN TO THE RESIDENT AT LEAST 21 DAYS PRIOR TO THE START OF DEMOLITION WORK. THE PLAN SHALL OUTLINE THE METHODS AND EQUIPMENT TO BE USED TO REMOVE AND DISPOSE OF ALL MATERIALS. CONTRACTOR TO COORDINATE DEMOLITION WITH CONSTRUCTION PHASING PLAN.
- THE LIMITS SHOWN ON THIS PLAN ARE APPROXIMATE. ACTUAL LIMITS AND FIELD CONDITIONS MAY VARY FROM THOSE SHOWN AND MUST BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO DEMOLITION. ANY INCONSISTENCIES TO THESE PLANS SHOULD BE BROUGHT TO THE ATTENTION OF THE RESIDENT AS SOON AS REALIZED.
- ANY DAMAGE TO EXISTING STRUCTURES TO REMAIN CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL OR OPERATIONS SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
- DEMOLITION MATERIAL DISPOSAL SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS AND ALL MATERIALS SHALL BE DISPOSED OF IN A LEGAL MANNER.
- THE UTILITIES INVOLVED IN THIS PROJECT ARE AS FOLLOWS:
 ELECTRICAL: CENTRAL MAINE POWER
 WATER: PORTLAND WATER DISTRICT (PWD)
 SEWER: PORTLAND PUBLIC WORKS DEPARTMENT
 GAS: NORTHERN UTILITIES
 CCTV: GALAXY INTEGRATED TECHNOLOGIES
 TI: FAIRPOINT COMMUNICATIONS
 FIRE: CITY OF PORTLAND FIRE DEPARTMENT (PFD)
 TELEPHONE: FAIRPOINT COMMUNICATIONS
- CONTRACTOR SHALL CONTACT RESPECTIVE UTILITY OWNERS PRIOR TO ADJUSTMENT TO DETERMINE LIMITS OF WORK REQUIRED FOR EACH UTILITY.
- CONTRACTOR SHALL CONTACT DIG-SAFE PRIOR TO START OF WORK TO VERIFY ALL UTILITIES.
- THE EXISTING CLOSED CIRCUIT TV MONITORING SYSTEM AND SATELLITE DISH MUST REMAIN ONLINE AT ALL TIMES. RELOCATION OF THE SECURITY MONITORING SYSTEM MUST BE ACCOMPLISHED AND FULLY OPERATIONAL PRIOR TO DEMOLITION OF THE MAINTENANCE BUILDING. CONTRACTOR TO COORDINATE WITH GALAXY INTEGRATED PRIOR TO DEMOLITION.
- CONTRACTOR SHALL CONTACT ALL APPROPRIATE UTILITIES TO ARRANGE FOR TERMINATION AND REMOVAL OF UTILITY OWNED EQUIPMENT (CENTRAL MAINE POWER, NORTHERN UTILITIES, PWD, GALAXY INTEGRATED AND PFD)



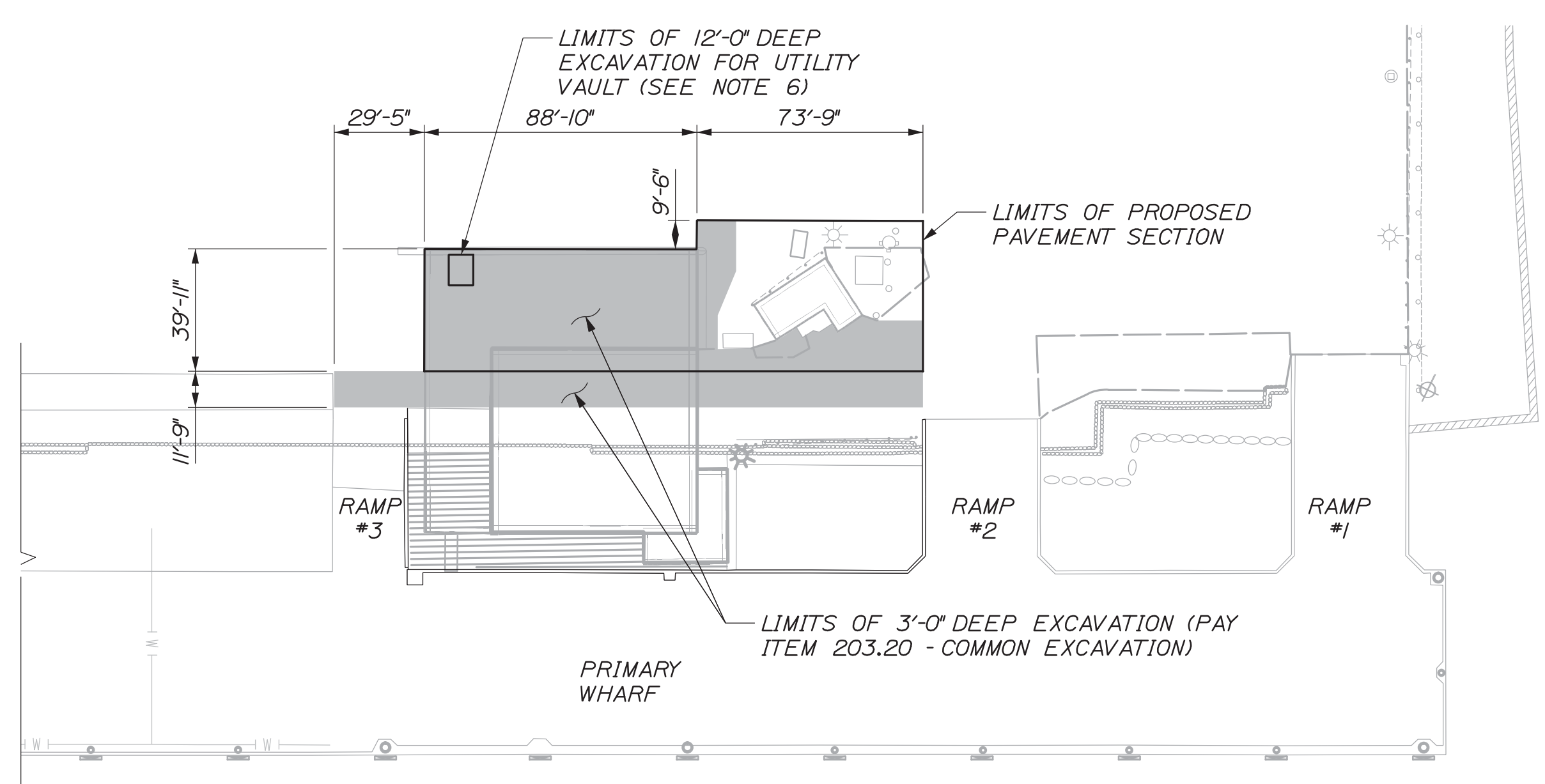
DEMOLITION PLAN

SCALE: 1" = 40'



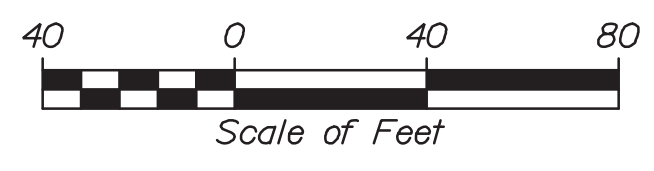
FORE RIVER

FLOOD → EBB



SOIL EXCAVATION AND PAVEMENT LIMITS

SCALE: 1" = 40'



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP 2194(206)		WIN 021942.06	
PORTLAND INTERNATIONAL MARINE TERMINAL MAINE INTERMODAL PORT PRODUCTIVITY PROJECT WHARF INFILL & BUILDING REMOVAL CUMBERLAND COUNTY		PORTLAND		SITE DEMOLITION PLAN	
PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	DATE
DESIGN: DETAILED J. Burns	5/18	P. Bishop	5/18		
CHECKED: REVIEWED T. Poplin		C. Morin			
DESIGNS: DETAILED					
REVISIONS: 1					
REVISIONS: 2					
REVISIONS: 3					
REVISIONS: 4					
FIELD CHANGES					
SHEET NUMBER		C02			
		7 OF 21			

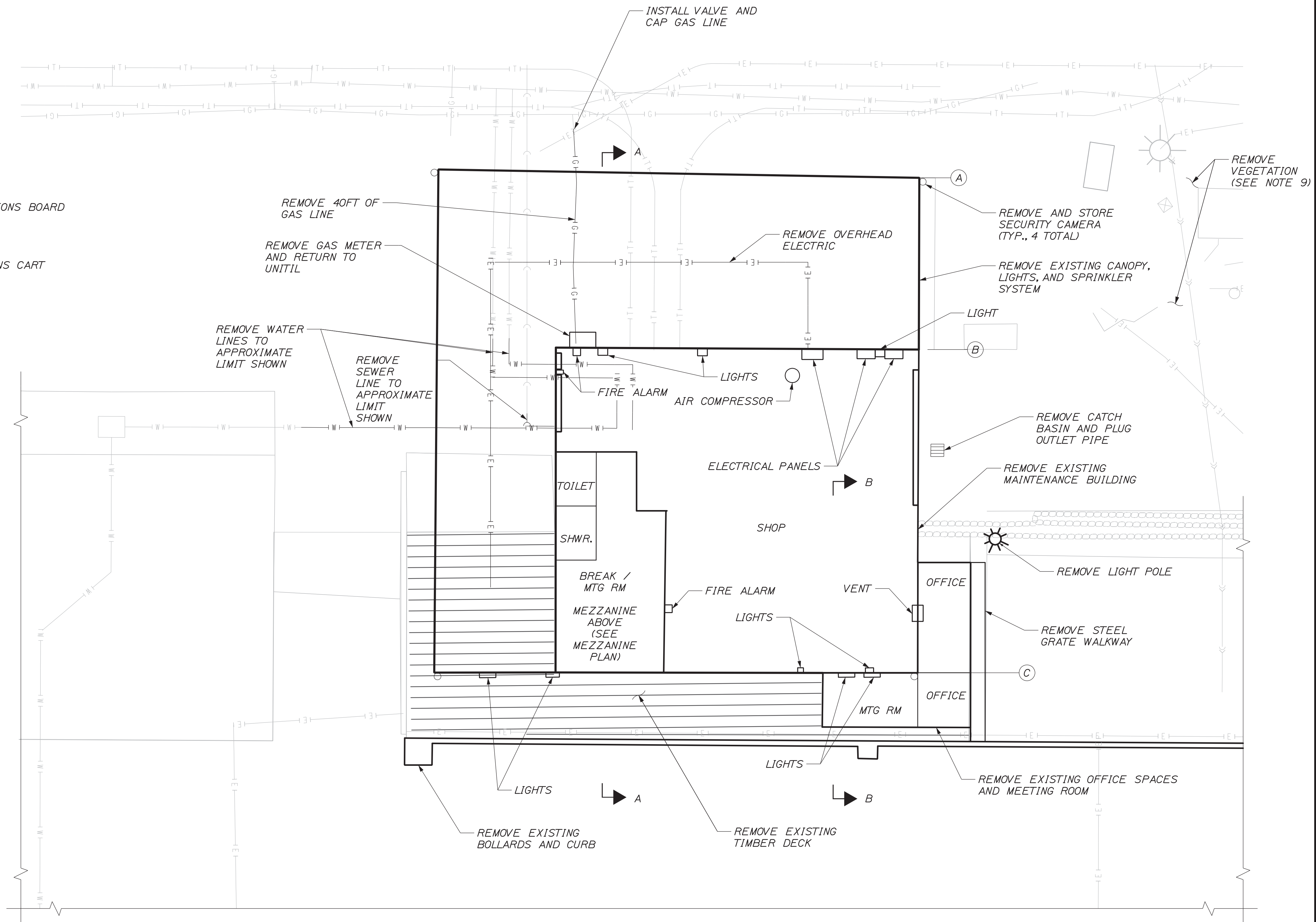
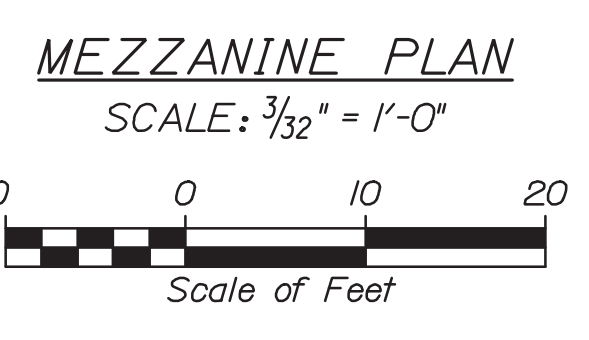
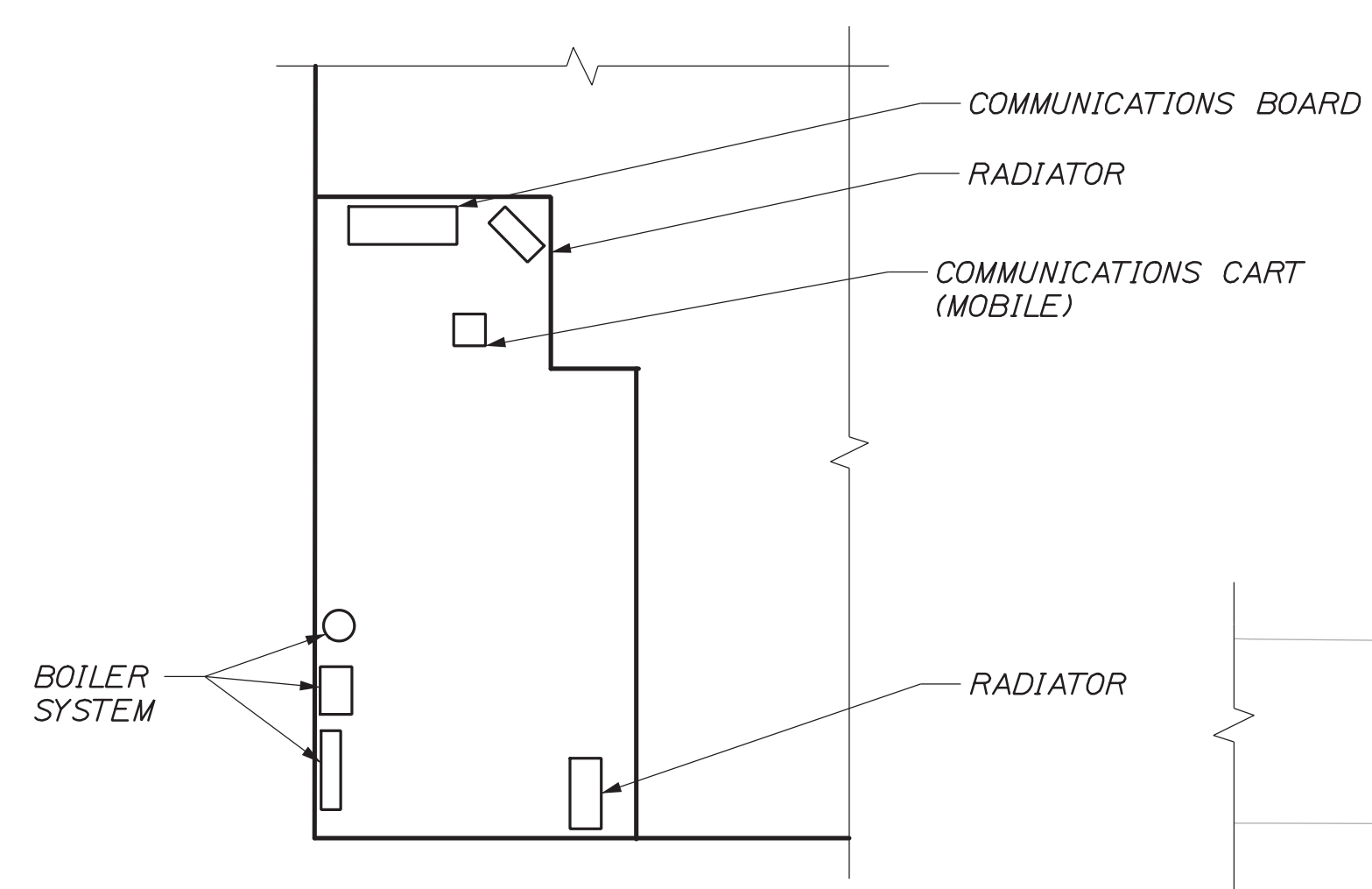


Date: 5/21/2018

Username:

Division:

Filename: 008_Demolition Details 1 (C03).dgn

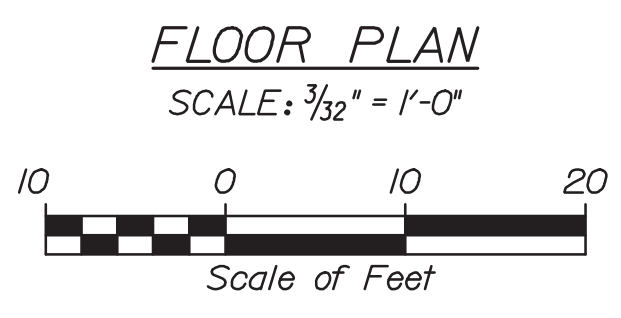


NOTES:

- CONTRACTOR SHALL FIELD VERIFY ALL UTILITY AND COMMUNICATION LINES PRIOR TO DEMOLITION.
- CONTRACTOR SHALL REVIEW EXISTING DOCUMENTS AND VERIFY THAT ALL DEMOLITION ITEMS DO NOT CONTAIN ASBESTOS.
- CONTRACTOR SHALL CAP EXISTING WATER AND GAS LINES. SEWER LINE SHALL BE EXTENDED AND CAPPED BEYOND THE SEAWALL THE OTHER TWO WATER LINES SHALL BE MODIFIED AND RE-ROUTED. SEE SHEET C07 FOR MORE INFORMATION.
- SEE SHEET C04 FOR SECTION A-A.
- SEE SHEET C05 FOR SECTION B-B.
- COMPONENTS ASSOCIATED WITH THE SECURITY SYSTEM SHALL BE REMOVED AND STORED ON-SITE. INSTALLATION WILL BE PERFORMED BY GALAXY INTEGRATED. SEE ELECTRICAL SHEETS E01 - E02.
- SEE ASBESTOS ABATEMENT REPORT LOCATED IN THE APPENDIX OF THE SPECIFICATIONS FOR THE EXACT LOCATION, DESCRIPTION AND QUANTITY OF HAZMAT'S.
- ALL STRUCTURAL STEEL CONTAINS LEAD PAINT. PROPER HANDLING OF MATERIALS IS REQUIRED AND SHALL FOLLOW ALL FEDERAL, STATE AND LOCAL REQUIREMENTS FOR HANDLING AND DISPOSAL.
- REMOVAL OF VEGETATION SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM 629.05 - HAND LABOR, STRAIGHT TIME.

HAZARDOUS MATERIAL QUANTITY LIST:

SAMPLE	MATERIALS
NS-1	HOT AIR SYSTEM EXPANSION GASKETS
NS-2	MERCURY VAPOR/METAL HALIDE LIGHT TUBES 148-FIXTURES, 2-4 LIGHTS/FIXTURE
NS-3	MERCURY THERMOSTAT TUBES 20-LOCATIONS +/-
NS-4	BATTERY PACKS/LIGHT TUBES AT ALL EXIT & EMERGENCY LIGHTS
NS-5	POSSIBLE PCB BALLAST ALL LIGHT TUBES LEAD PAINT EXTERIOR COLUMNS OF IMT BUILDING
(NS)	'NOT SAMPLED'



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP 2194(206)		WIN 021942.06	
PROJ. MANAGER	BY	DATE	DESIGN-DETAILED	SIGNATURE	P.E. NUMBER
J. Burns	P. Bishop	5/18	T. Poplin		
CHECKED-REVIEWED	C. Morin	5/18	DESIGN-DETAILED		
DESIGN-DETAILED			REVISIONS 1		
			REVISIONS 2		
			REVISIONS 3		
			REVISIONS 4		
			FIELD CHANGES		
PORTLAND INTERNATIONAL MARINE TERMINAL MAINE INTERMODAL PORT PRODUCTIVITY PROJECT WHARF INFILL & BUILDING REMOVAL			CUMBERLAND COUNTY		
DEMOLITION DETAILS I - MAINTENANCE BUILDING			SHEET NUMBER		
C03			8 OF 21		

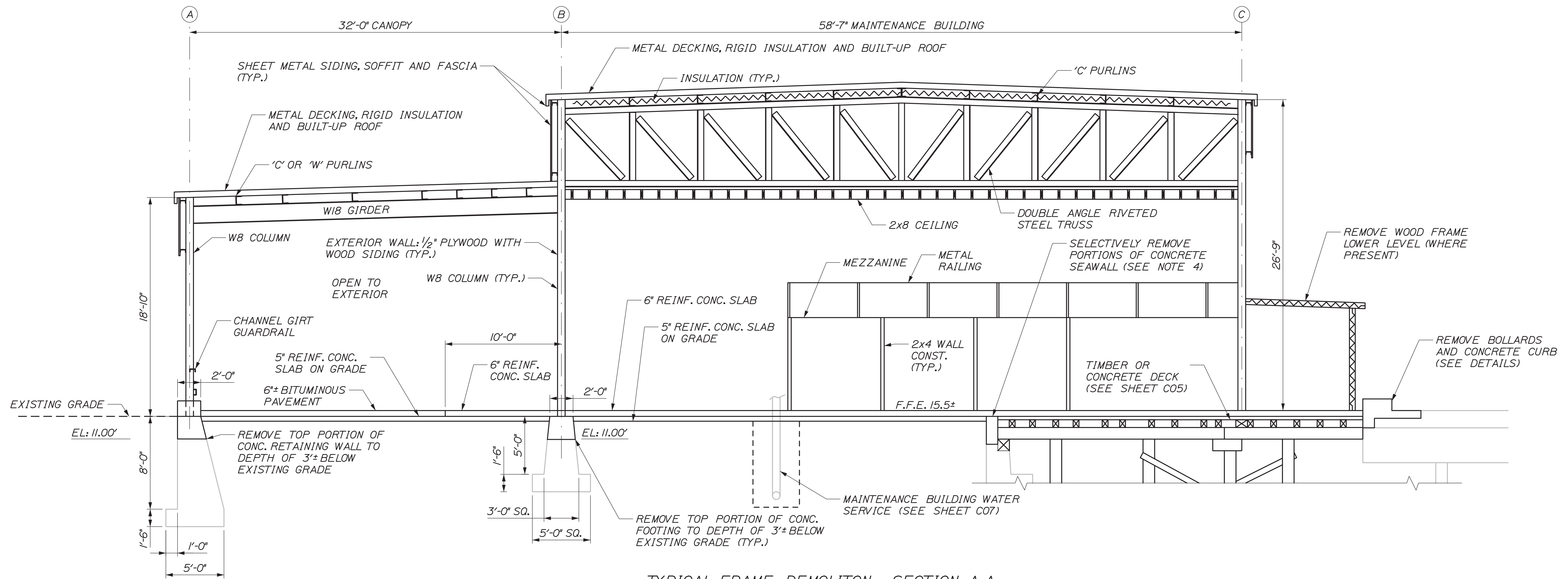


Date: 5/21/2018

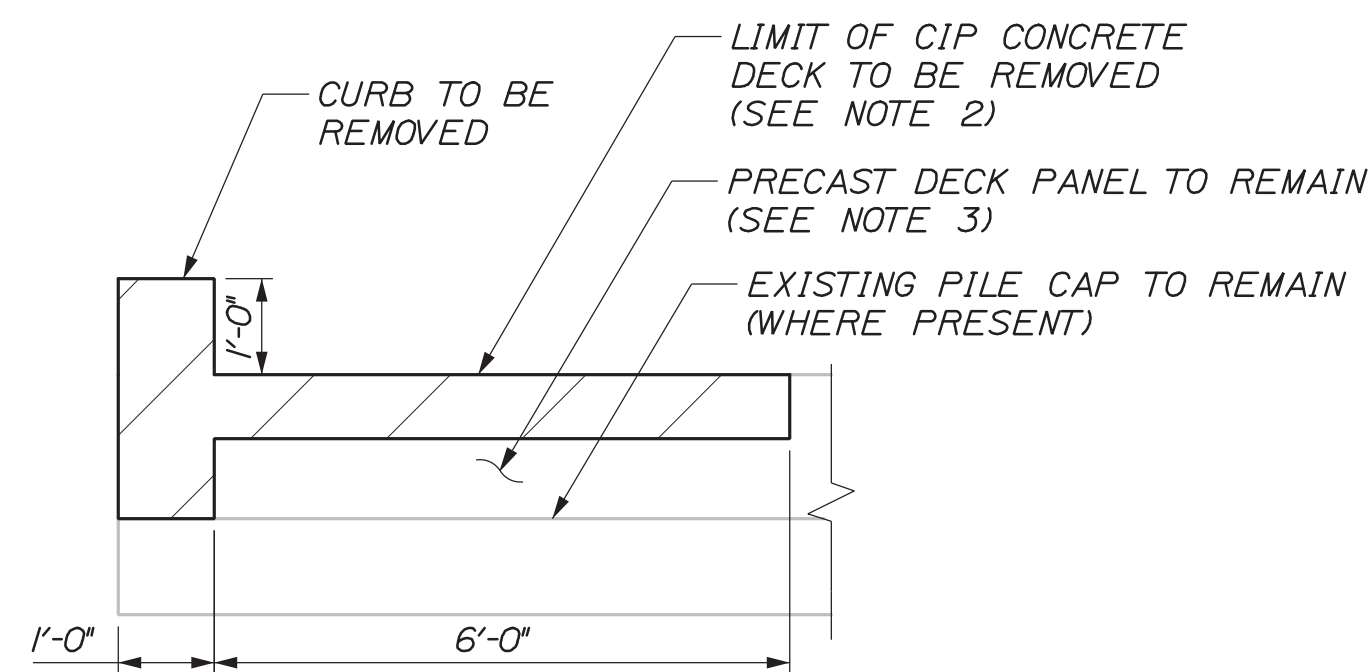
Username:

Division:

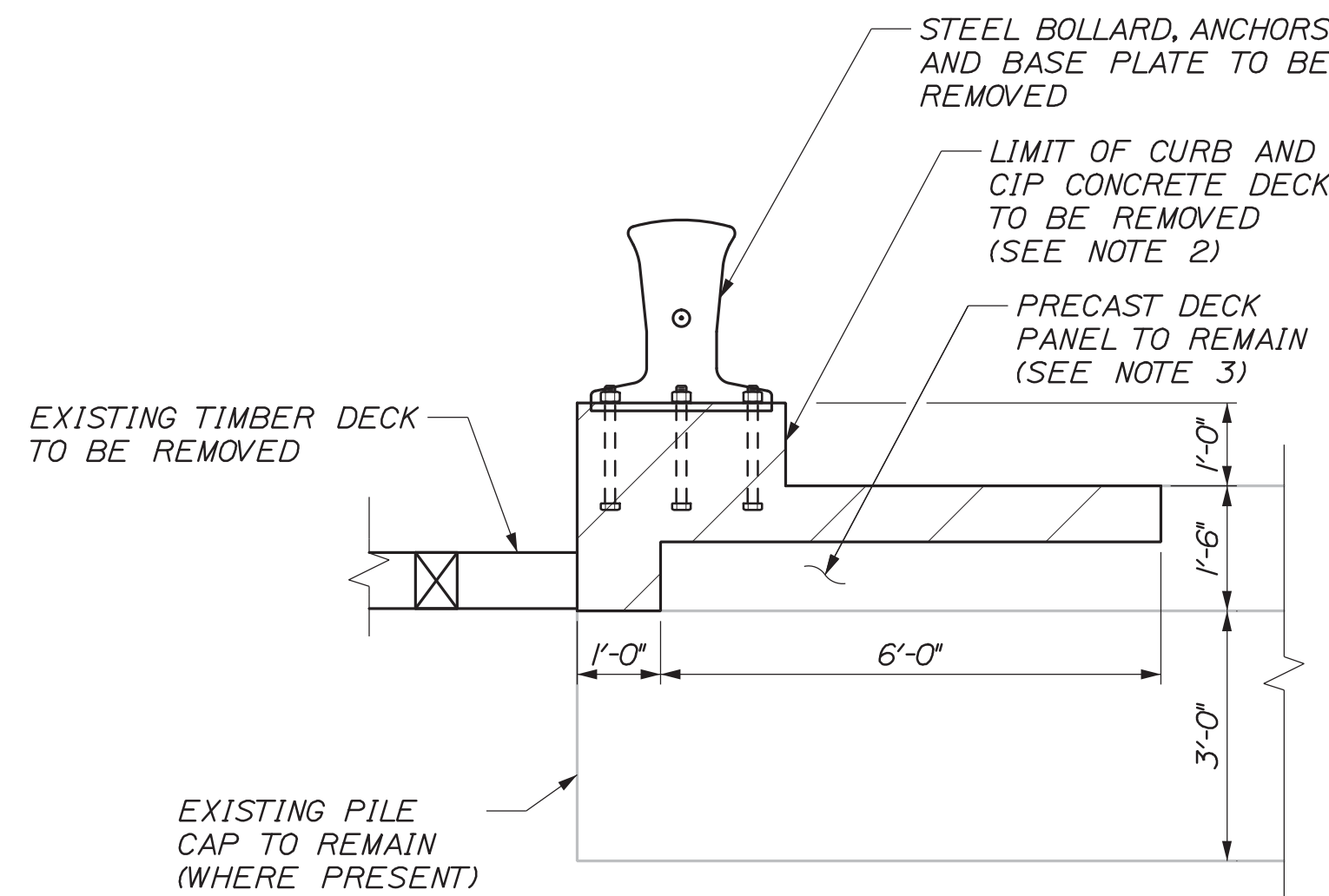
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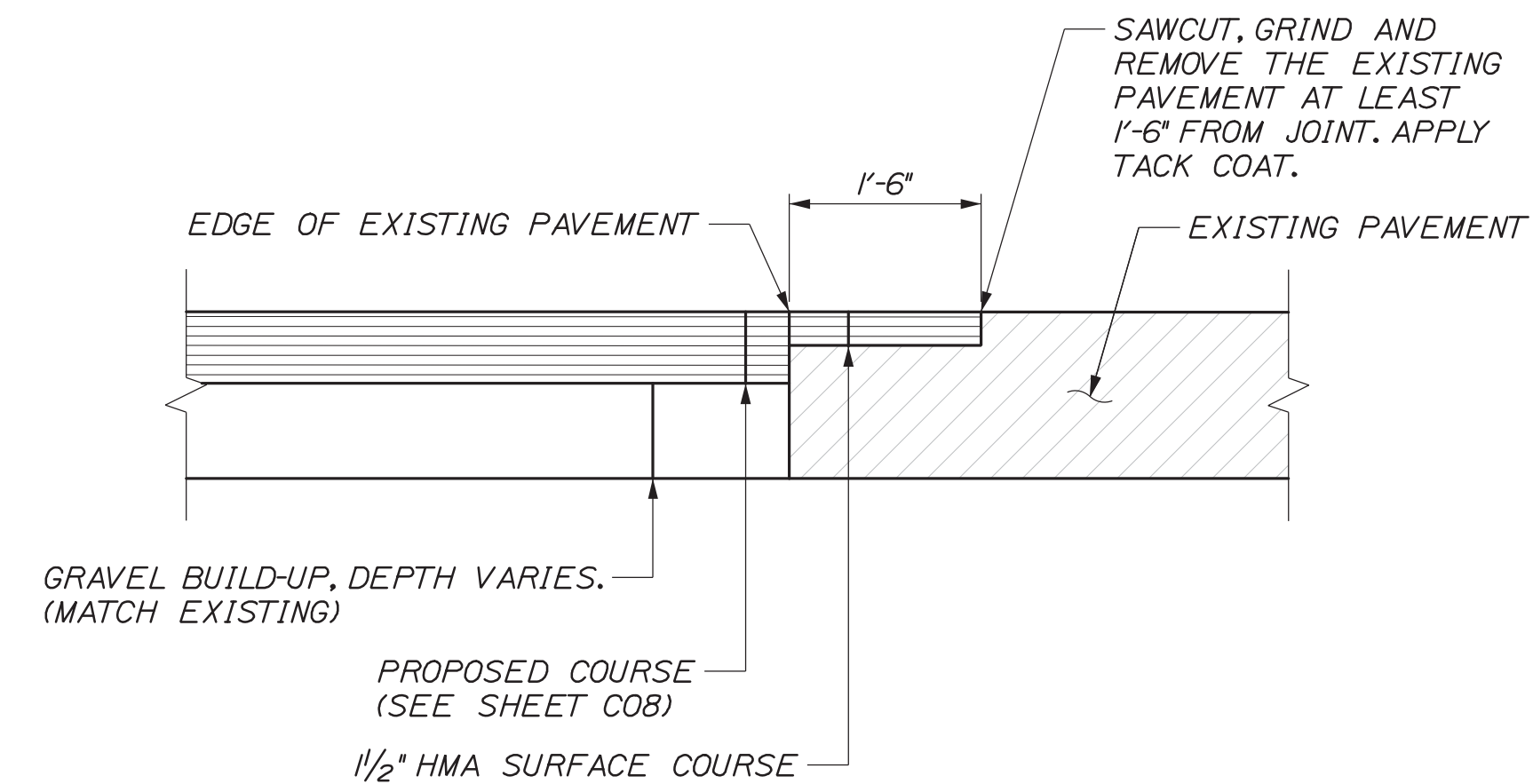
TYPICAL FRAME DEMOLITION - SECTION A-A
SCALE: 1" = 5'-0"



CURB REMOVAL DETAIL
SCALE: 1/2" = 1'-0"



BOLLARD REMOVAL DETAIL
SCALE: 1/2" = 1'-0"

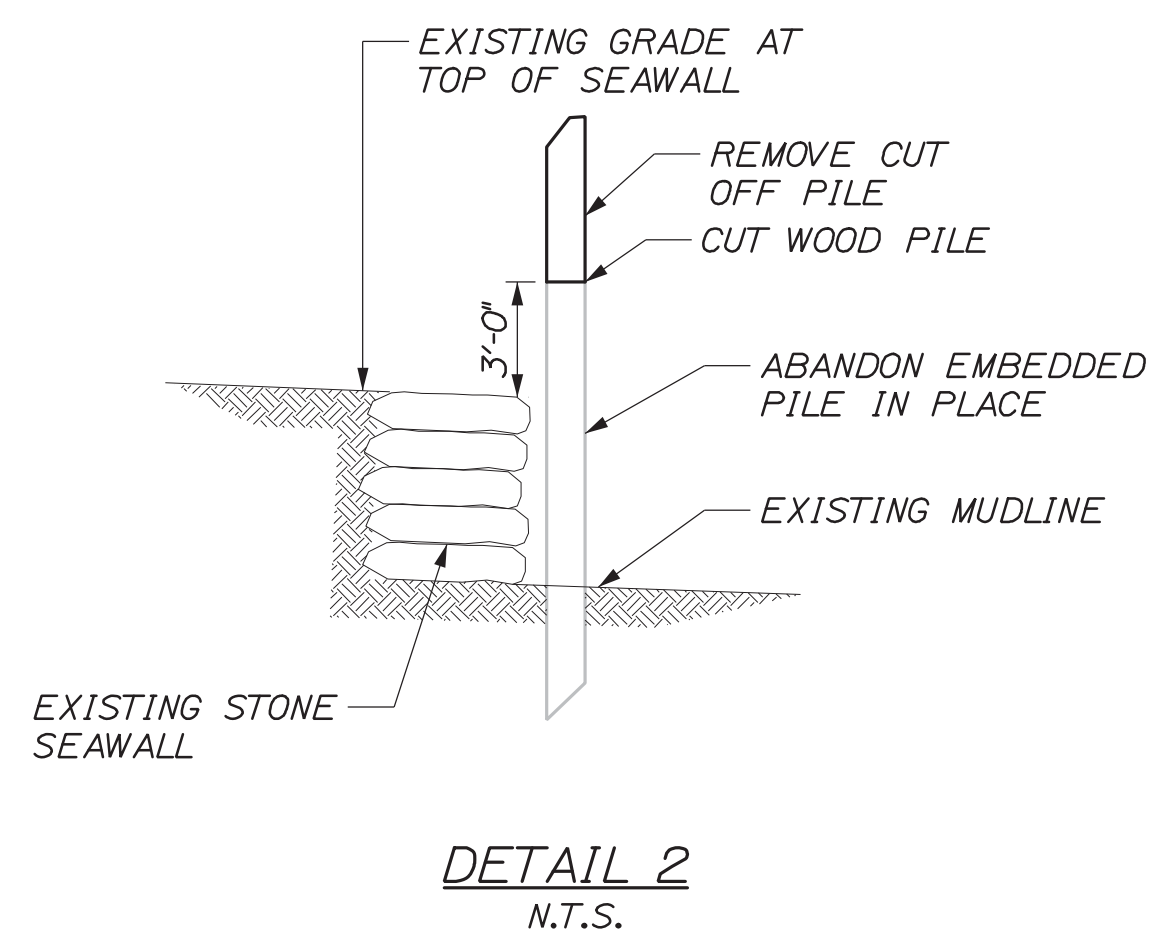
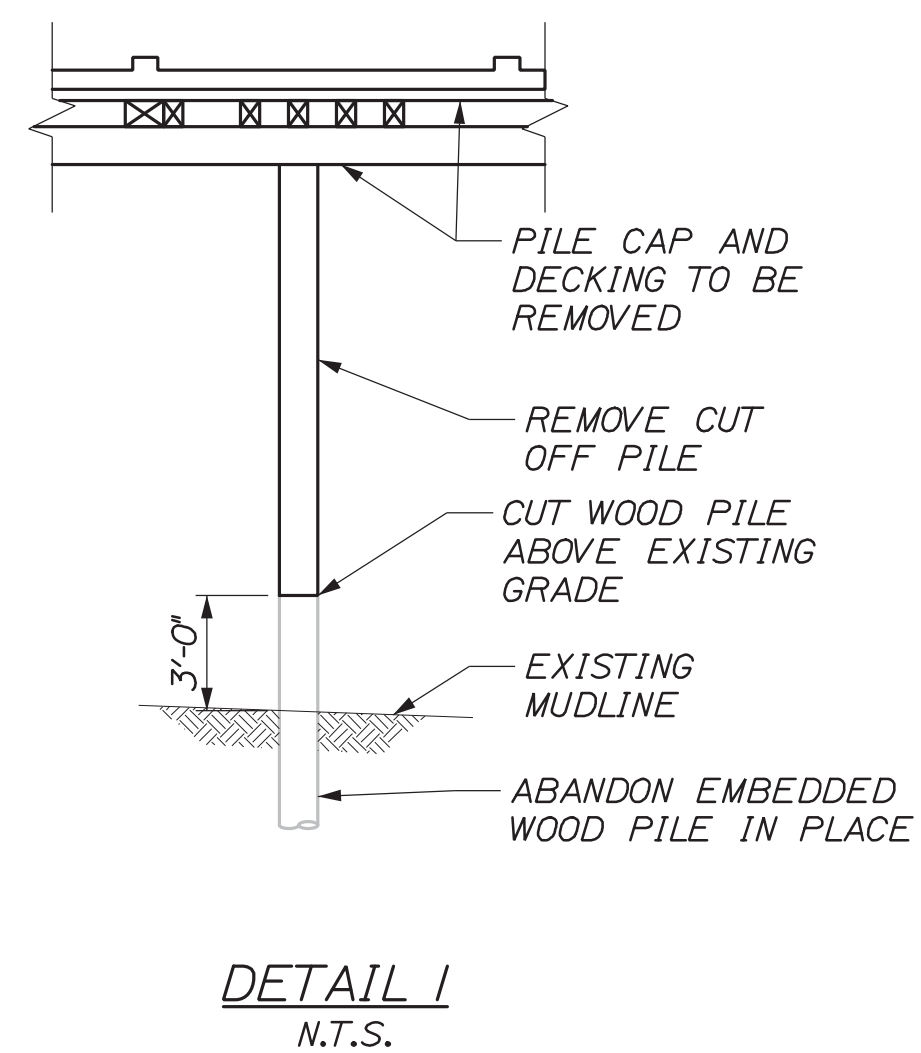
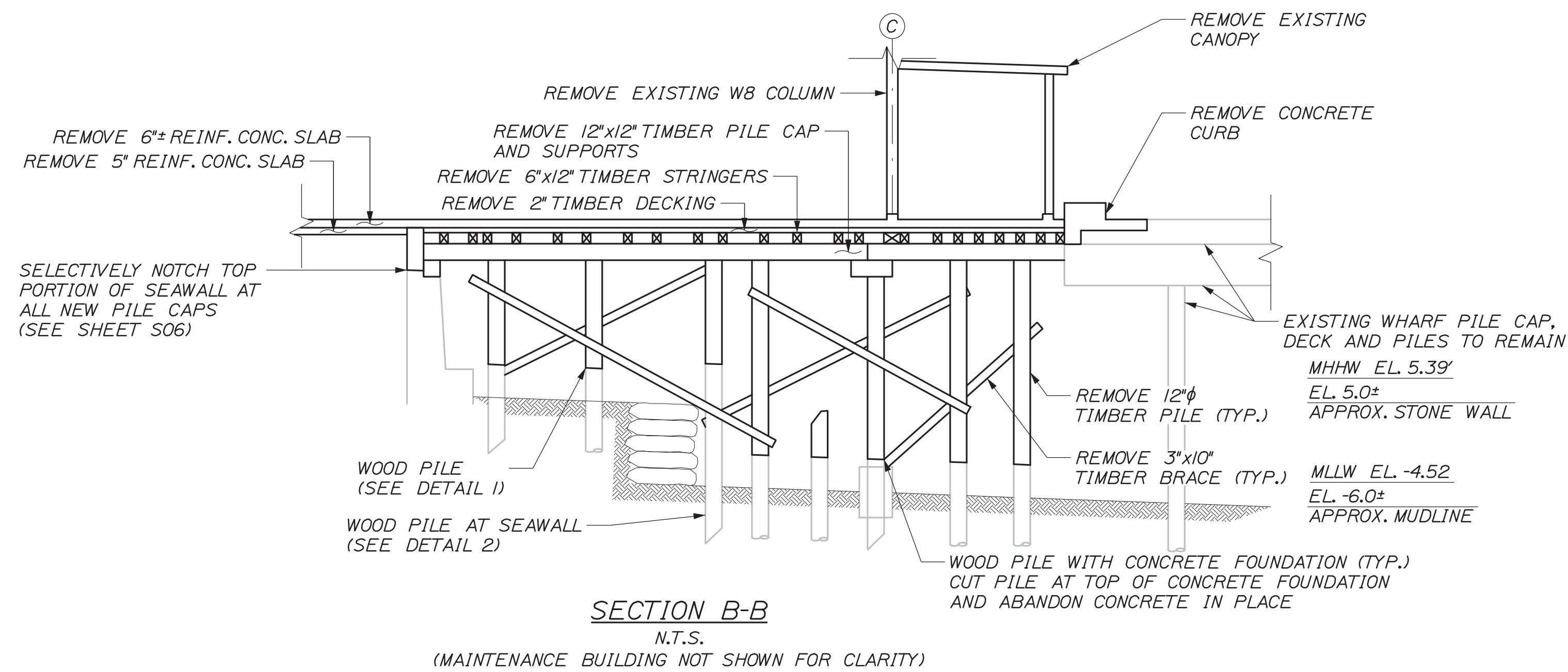


PAVEMENT BUTT-JOINT DETAIL
N.T.S.

NOTES:

- SEE C03 FOR LOCATION OF SECTION A-A.
- ALL EXISTING REINFORCING EXTENDING INTO THAT WHICH IS BEING REMOVED SHALL BE CUT FLUSH.
- PRECAST DECK PANEL SHALL NOT BE DAMAGED DURING DECK REMOVAL. IF DAMAGED THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR WITHOUT ANY ADDITIONAL COMPENSATION.
- REFER TO PAVEMENT BUTT-JOINT DETAIL FOR ANY PAVING LOCATION THAT IS ADJACENT TO EXISTING PAVEMENT.

PROJ. MANAGER	DATE	BY	DATE
J. Burns	5/18	P. Bishop	5/18
T. Pajun	5/18	C. Morin	5/18
DESIGN DETAILED			
CHECKED/REVIEWED			
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			



DEMOLITION NOTES:

1. ALL TIMBER PILES ENCOUNTERED SHALL BE CUT OFF APPROXIMATELY 3' ABOVE MUDLINE AND REMAINING EMBEDDED PORTION MAY BE ABANDONED IN PLACE. THERE ARE AN ESTIMATED 80 TIMBER PILES.
2. CONTRACTOR MAY BE REQUIRED TO REMOVE TIMBER PILES COMPLETELY WHERE CONFLICTS WITH FUTURE PILES EXIST. AN ESTIMATED 20 PILES WILL HAVE TO BE FULLY EXTRACTED.
3. IN LOCATIONS WHERE PILES ARE EMBEDDED WITHIN THE CONCRETE SEAWALL CUT PILE AS CLOSE TO CONCRETE AS POSSIBLE.
4. ALL TIMBER PILES ENCOUNTERED AT FACE OF STONE SEAWALL SHALL BE CUT 3' ABOVE TOP OF STONE SEAWALL ELEVATION AND REMAINING EMBEDDED PORTIONS MAY BE ABANDONED IN PLACE.
5. 3/2" WATER SERVICE TO WHARF TO REMAIN IN SERVICE. SUPPORT PIPE WITH TEMPORARY BRACING TO THE SATISFACTION OF THE RESIDENT.

PROJ. MANAGER	DATE
DESIGN/DETAILED: J. Burns	5/18
CHECKED/REVIEWED: T. Pajula	5/18
DESIGN/REVIEWED: C. Merin	
DESIGN/REVIEWED: C. Merin	
REVISIONS 1	SIGNATURE
REVISIONS 2	P.E. NUMBER
REVISIONS 3	DATE
REVISIONS 4	
FIELD CHANGES	

PORTLAND INTERNATIONAL MARINE TERMINAL MAINE INTERMODAL PORT PRODUCTIVITY PROJECT WHARF INFILL & BUILDING REMOVAL CUMBERLAND COUNTY
PORTLAND DEMOLITION DETAILS III - MAINTENANCE BUILDING

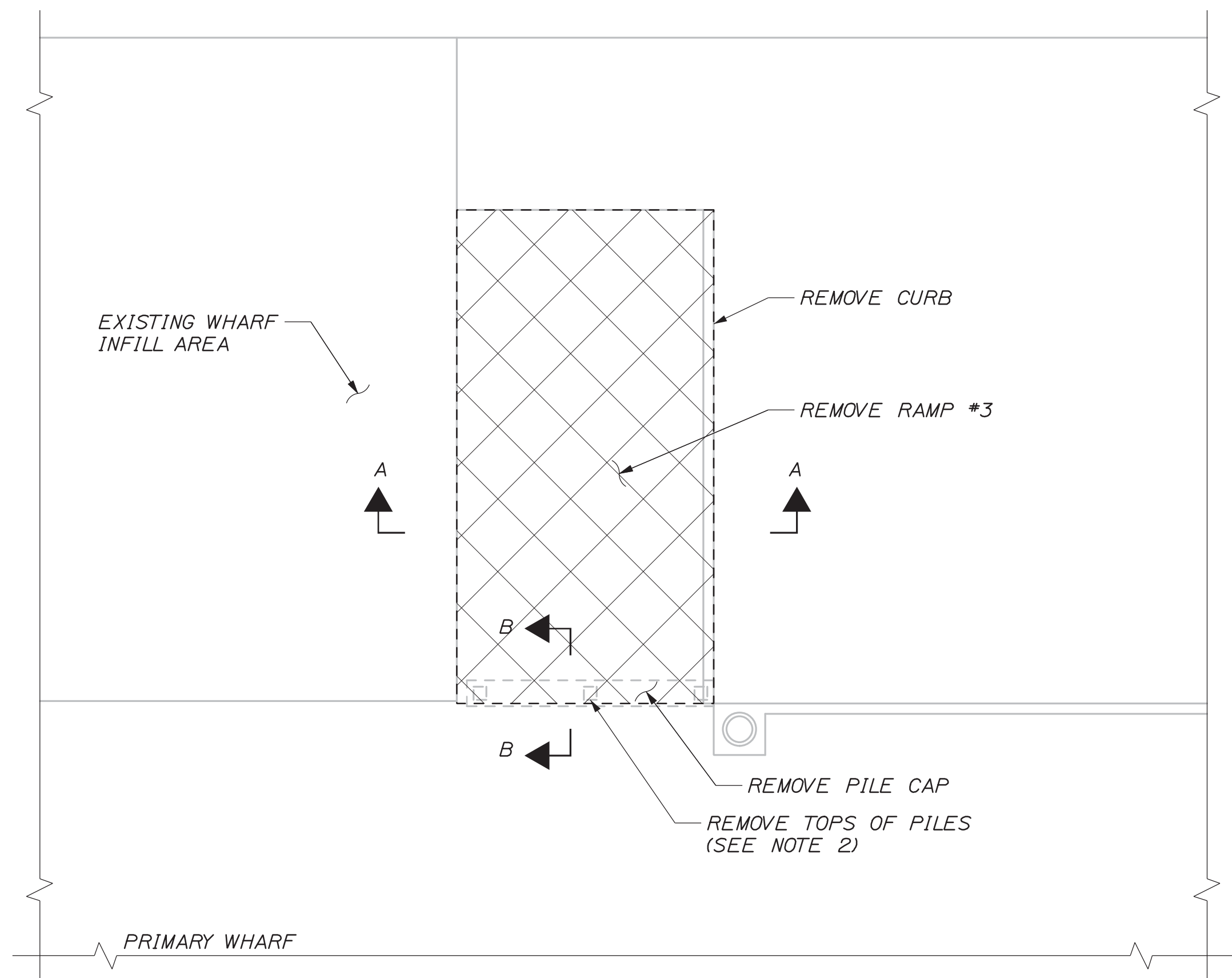
SHEET NUMBER
C05
10 OF 21

Date: 5/21/2018

Username:

Division:

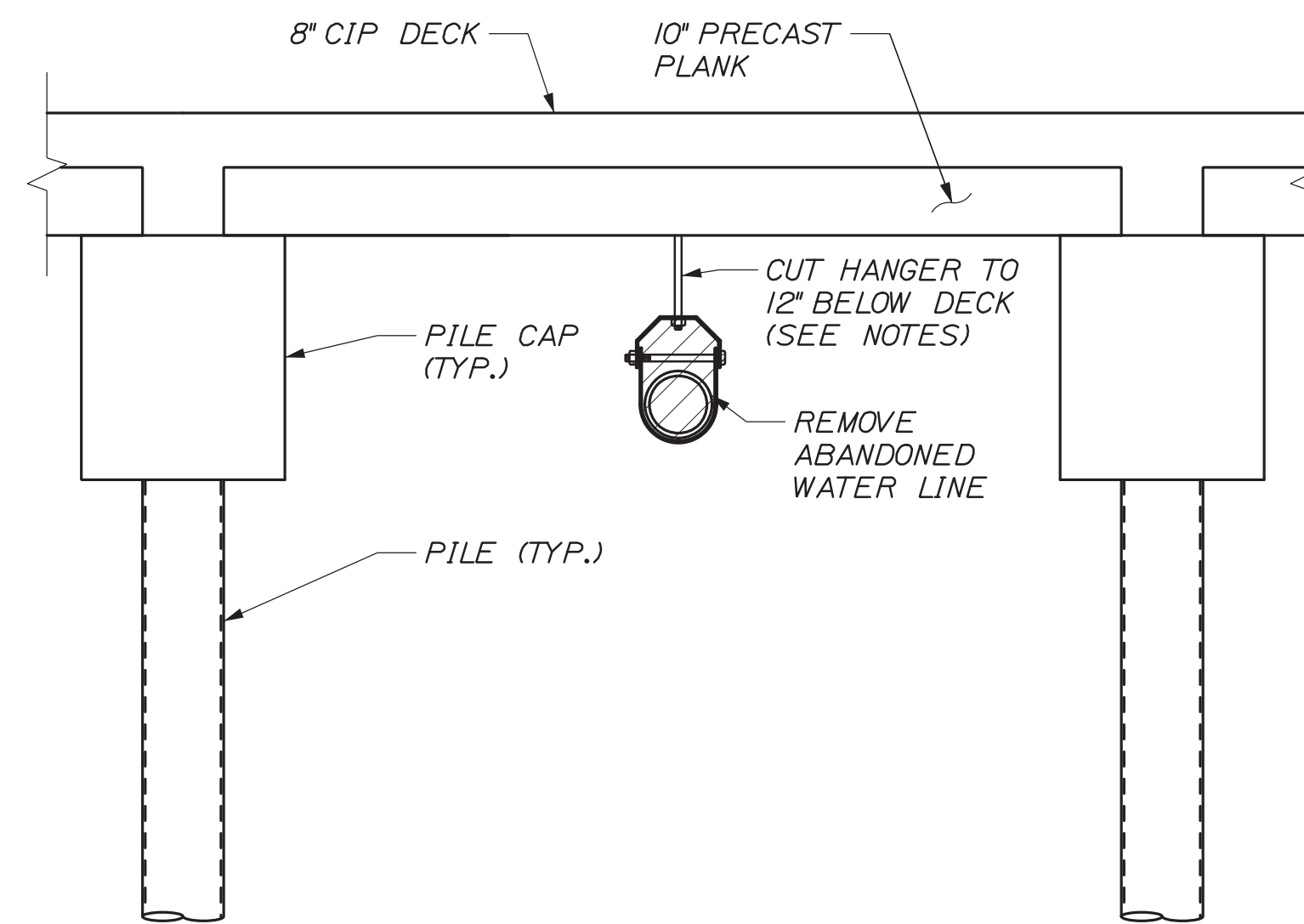
Filename: 011_Demolition Details 4 (C06).dgn



RAMP 3 REMOVAL PLAN

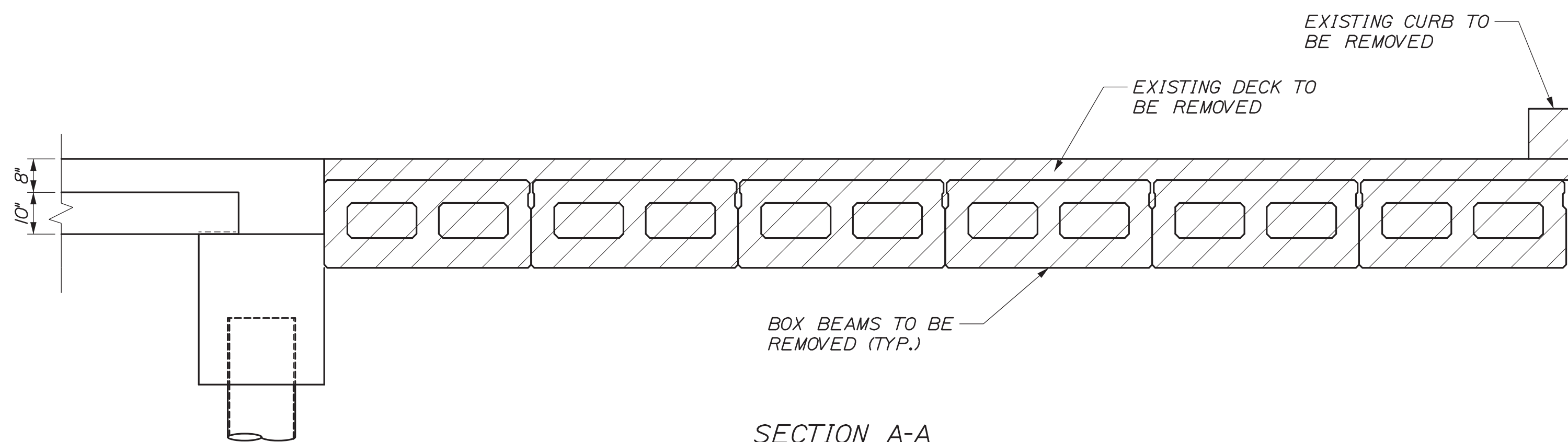
SCALE: 3/32" = 1'-0"

(PRIMARY WHARF FRAMING NOT SHOWN FOR CLARITY)
(MAINTENANCE BUILDING AND TIMBER DECK NOT SHOWN FOR CLARITY)



ABANDONED WATER LINE REMOVAL DETAIL

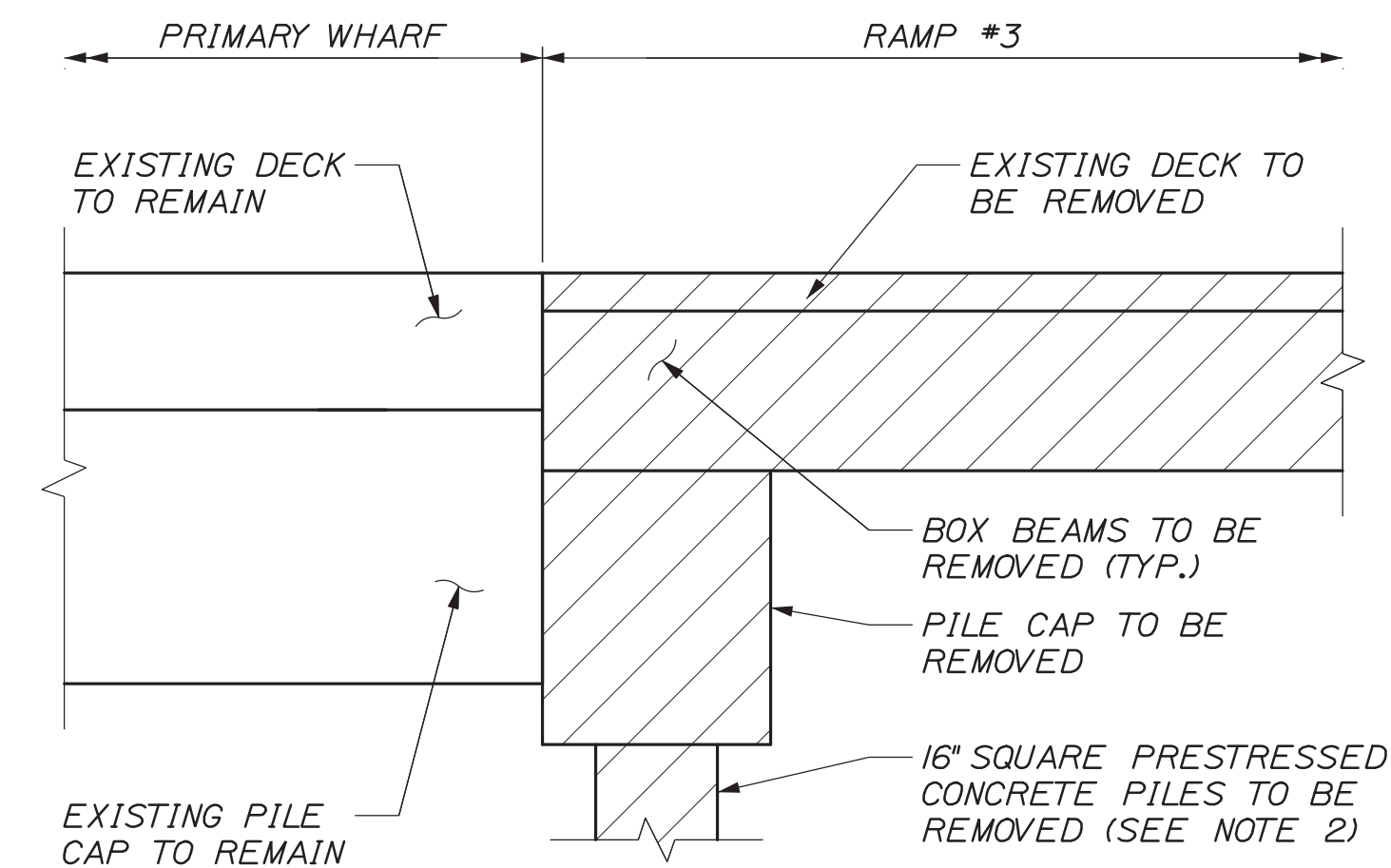
SCALE: 1/2" = 1'-0"



SECTION A-A

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

(EXISTING WHARF INFILL MODIFICATION NOT SHOWN FOR CLARITY)



SECTION B-B

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

(EXISTING PRIMARY WHARF MODIFICATION NOT SHOWN FOR CLARITY)

NOTES:

1. ONCE HANGER IS CUT FLUSH (FOR POTENTIAL REUSE), PLACE A PLASTIC REBAR CAP OVER THE END OF THE REBAR AND SECURE WITH WIRE OR ZIP TIE.

2. 16" SQUARE PRESTRESSED CONCRETE PILES SHALL BE REMOVED TO APPROXIMATELY 10 FT ABOVE MUDLINE.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP 2194(206)
WIN
021942.06

PROJ. MANAGER	BY	DATE
DESIGN DETAILED: J. Burns	P. Bishop	5/18
CHECKED/REVIEWED: T. Pajin	C. Morin	5/18
DESIGN DETAILED:		
REVISIONS 1:		
REVISIONS 2:		
REVISIONS 3:		
REVISIONS 4:		
FIELD CHANGES:		

DESIGN DETAILED	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
J. Burns	P. Bishop	5/18			
T. Pajin	C. Morin	5/18			

PORTLAND INTERNATIONAL MARINE TERMINAL
MAINE INTERMODAL PORT PRODUCTIVITY PROJECT
WHARF INFILL & BUILDING REMOVAL
CUMBERLAND COUNTY
PORTLAND
DEMOLITION DETAILS IV -
MISCELLANEOUS DEMOLITION

SHEET NUMBER

C06



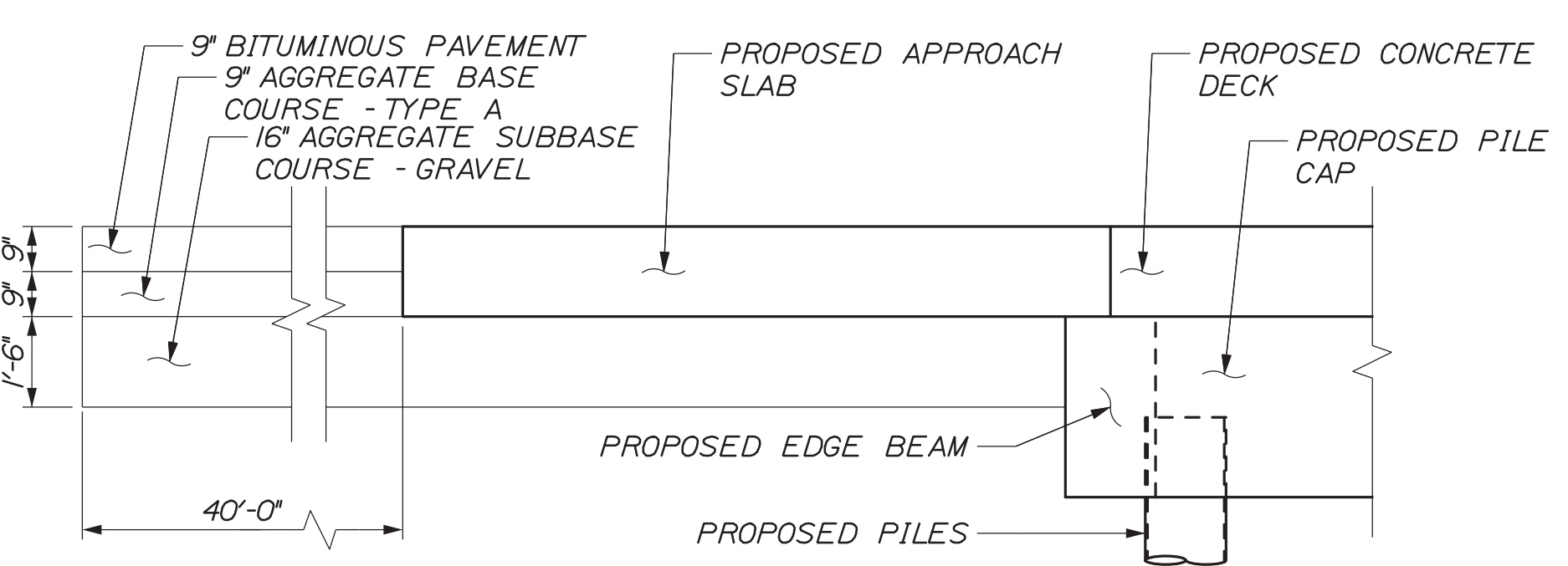
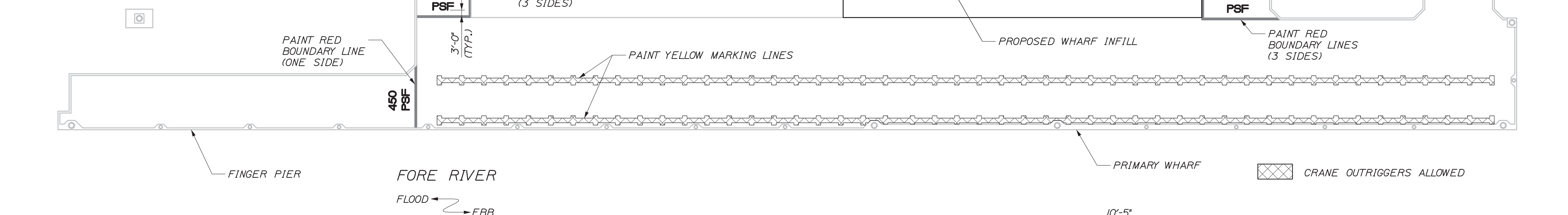
Date: 5/21/2018

Username:

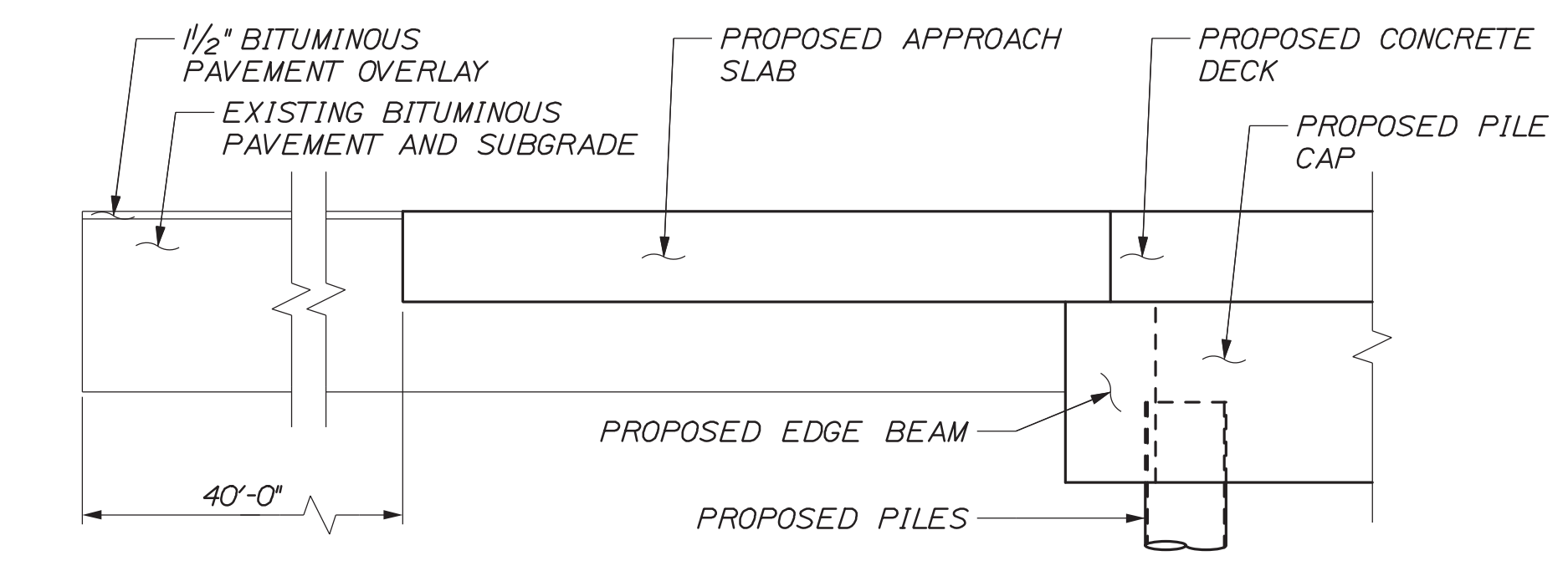
Division:

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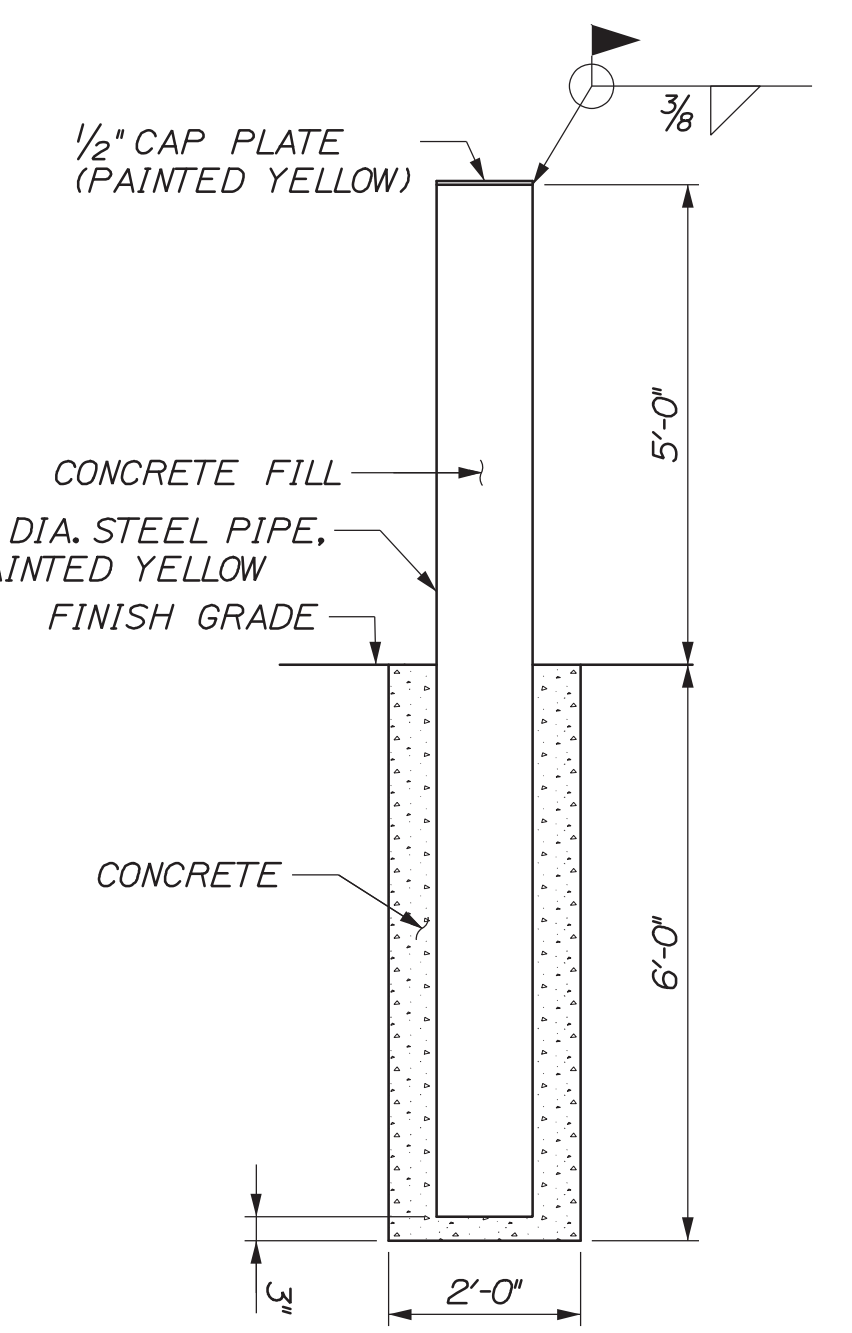
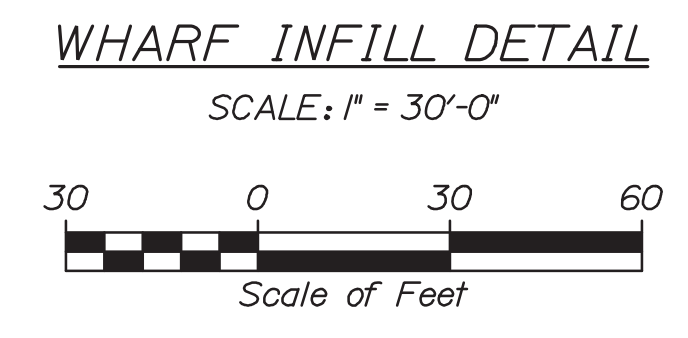
BOLLARD LOCATIONS		
	NORTHING	EASTING
A1	295572.45	2930321.58
A2	295585.06	2930331.44
A3	295597.66	2930341.30
A4	295610.27	2930351.15
A5	295622.87	2930361.00
B1	295562.60	2930334.19
B2	295613.02	2930373.61
C1	295548.02	2930343.10
C2	295603.16	2930386.21
D1	295538.16	2930355.71
D2	295555.49	2930369.26
D3	295568.10	2930379.11
D4	295580.70	2930388.97
D5	295593.31	2930398.82
E1	295483.04	2930258.13



PROPOSED PAVEMENT SECTION - AREA 1
SCALE: 3/8" = 1'-0"

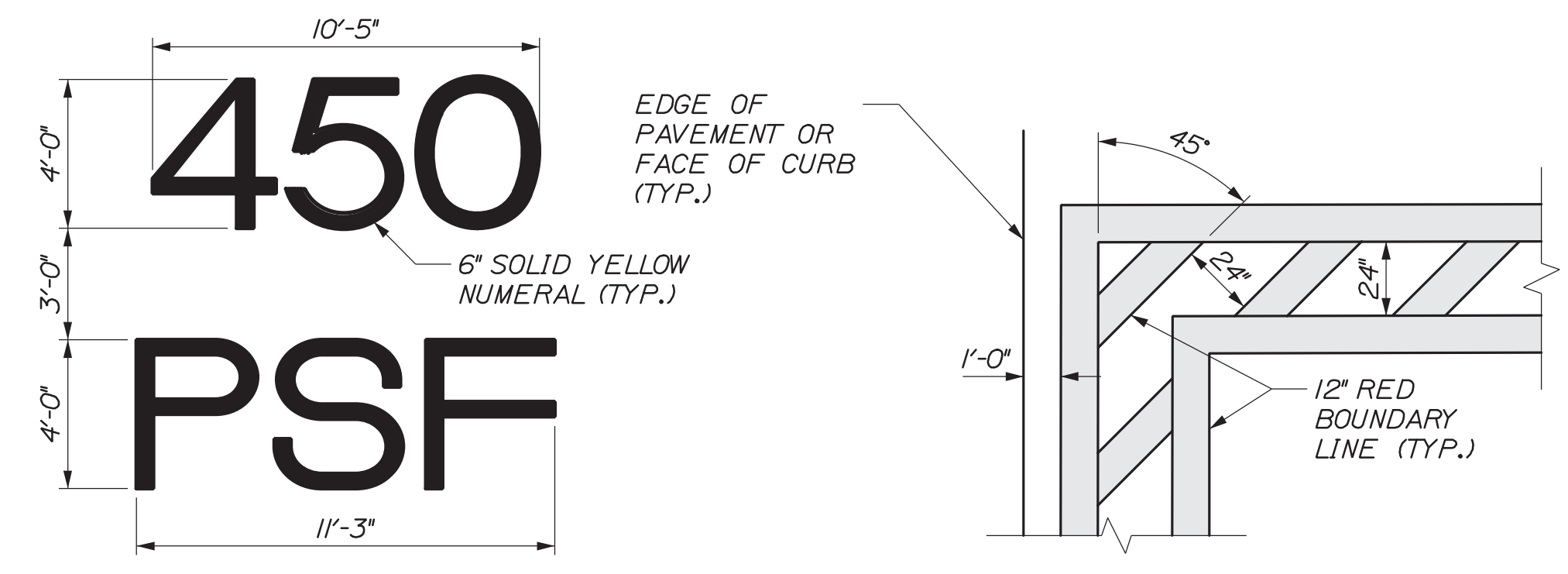


PROPOSED PAVEMENT SECTION - AREA 2
SCALE: 3/8" = 1'-0"



NOTE:
REFER TO SPECIAL PROVISION 84I,
BOLLARDS FOR ADDITIONAL INFORMATION.

12\"/>



- NOTES:
- LETTERS AND NUMERALS SHALL BE APPLIED WITH USE OF STENCILS. STENCILS SHALL BE APPROVED BY THE RESIDENT PRIOR TO USE.
 - 700 PSF PAINT MARKING SHALL BE OF SIMILAR DIMENSION.
 - REFER TO SPECIAL PROVISION 627, PAVEMENT MARKINGS FOR ADDITIONAL INFORMATION.

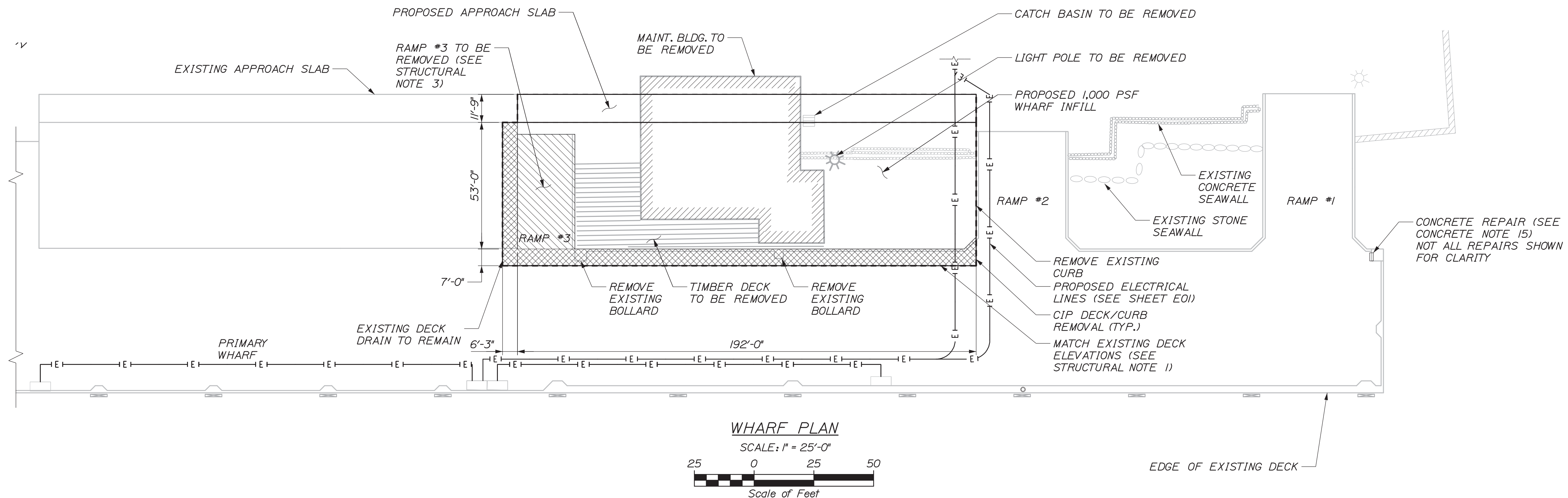
PAVEMENT BOUNDARY MARKINGS AT RAMPS
SCALE: N.T.S.

- NOTES:
- BOLLARDS SHALL BE SHIFTED AS NEEDED TO AVOID UTILITY LINES.
 - RELOCATING DUMPSTERS SHALL BE COORDINATED WITH THE PORT AUTHORITY TO DETERMINE THEIR NEW LOCATION.
 - EXACT LOCATION OF CONCRETE STORAGE PAD TO BE DETERMINED BY THE PORT AUTHORITY AND THE RESIDENT. FOR STORAGE PAD DETAIL SEE SHEET S-06.
 - AREA ENCIRCLED BY BOLLARDS SHALL BE CLEARED OF VEGETATION, LEVELED WITH GRAVEL, AND COMPACTED PRIOR TO PAVEMENT PLACEMENT.

PROJ. MANAGER	DATE	BY	DATE
J. Burns	5/18	P. Bishop	5/18
T. Poplin	5/18	C. Morin	

DESIGN DETAILED	CHECKED/REVIEWED	DESIGN DETAILED	REVISIONS	DATE
J. Burns	T. Poplin		1	
			2	
			3	
			4	





WHARF PLAN

SCALE: 1" = 25'-0"



Scale of Feet

PILE NOTES:

1. PILES SHALL BE 16" $\frac{1}{2}$ " WALL STEEL PIPE-PILES WITH CONCRETE FILL. PILES SHALL BE FITTED WITH A CLOSED-ENDED, CONICAL PIPE TIP THAT MEETS THE REQUIREMENTS OF SPECIAL PROVISION 501 AND MAINEDOT DETAIL 501(K). PILES SHALL BE FABRICATED OF SEAMLESS OR STRAIGHT-SEAMED MATERIAL. SPIRAL WELDED PIPE PILE IS NOT PERMITTED.
2. STEEL PIPE PILES SHALL BE IN ACCORDANCE WITH ASTM A252, GR3 MODIFIED WITH MINIMUM YIELD STRENGTH OF 45 KSI, PER STANDARD SPECIFICATION 711.01. CONCRETE FILL SHALL BE MAINEDOT CLASS "A".
3. PILES SHALL BE COATED WITH FUSION BONDED EPOXY IN ACCORDANCE WITH THE SPECIFICATIONS.
4. PILE SPLICES SHALL NOT BE ALLOWED WITHOUT PRIOR APPROVAL OF THE ENGINEER OF RECORD.
5. ANY PORTION OF PILE CRACKED, DEFORMED, OR OTHERWISE DAMAGED BY PILE DRIVING SHALL BE REPLACED.
6. ULTIMATE CAPACITY OF PILES (AASHTO STANDARD SPEC DESIGN)
 - PILES SHALL BE DRIVEN TO A MINIMUM ULTIMATE CAPACITY OF 600 KIPS
 - THE DESIGN AXIAL PILE LOAD IS 300 KIPS
7. ESTIMATE OF PILES REQUIRED: 68 @ 102 FT
8. PILES SHALL NOT BE OUT OF POSITION SHOWN BY MORE THAN 6" LONGITUDINALLY ALONG THE PILE CAP, AND 2" TRANSVERSELY ACROSS THE WIDTH OF PILE CAP.
9. THE CONTRACTOR SHALL PERFORM AND SUBMIT WAVE EQUATION ANALYSES FOR REVIEW AND ACCEPTANCE BY THE ENGINEER. THE CONTRACTOR SHALL DETERMINE A STOPPING CRITERIA BASED ON THE WAVE EQUATION ANALYSIS, WHICH SHALL INCLUDE THE BLOWS PER INCH AND THE NUMBER OF ONE INCH INTERVALS AT WHICH PILE INSTALLATION MAY BE TERMINATED.
10. THE CONTRACTOR SHALL PERFORM A TOTAL OF FOUR (4) DYNAMIC PILE LOAD TESTS, WITH SUBSEQUENT 24-HOUR (MIN.) RESTRIKE TO EVALUATE THE PERFORMANCE OF THE HAMMER-PILE SYSTEM, CALCULATE STRESSES IN THE PILE DURING DRIVING, TO CONFIRM THE MINIMUM ULTIMATE CAPACITY FOR THE PILE. THE ULTIMATE CAPACITY OF THE PILES IS EQUAL TO THE DESIGN PILE LOAD MULTIPLIED BY 2.0 PER AASHTO STANDARD SPEC DESIGN. ONE (1) DYNAMIC PILE LOAD TEST SHALL OCCUR WITHIN EACH PILE ROW F-J.
11. DYNAMIC TESTING SHALL BE PERFORMED DURING THE INITIAL DRIVE AND DURING THE 24-HOUR (MIN.) RESTRIKE.
12. PILES SHALL BE DRIVEN FROM THE EXISTING WHARF, OR A MINIMUM DISTANCE OF 25 FT. FROM THE CONCRETE SEAWALL.
13. CONTRACTOR SHALL RELOCATE, AS DIRECTED BY THE RESIDENT, LARGE BOULDERS ON TOP OF THE STONE WALL THAT WOULD BE HAZARDOUS TO THE PILE IF IT FELL. WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 501.241.

CONCRETE NOTES:

1. CONCRETE BASIC DESIGN STRESSES SHALL BE:
 - FILL FOR PIPE PILES: CLASS "A"
 - PRECAST: CLASS "P"
 - $f'c = 6,500$ PSI AT 28-DAYS
 - $f'c = 4,500$ PSI AT TRANSFER
 - CAST-IN-PLACE (UON): CLASS "LP"
2. MARINE CONCRETE SHALL CONTAIN 5.0 GAL/CY OF CALCIUM CORROSION INHIBITOR ADMIXTURE.
3. PRECAST CONCRETE SHALL HAVE A MAXIMUM PERMEABILITY OF 3,000 COULOMBS.
4. PRE-STRESSING STRAND: 270,000 PSI LOW-RELAX STRAND.
5. CLEARANCES FOR REINFORCEMENT SHALL BE 3" UNLESS OTHERWISE NOTED.
6. CHAMFER ALL CONCRETE EDGES 1" @ 45° UNLESS OTHERWISE NOTED
7. ALL REINFORCING SHALL BE FULLY SUPPORTED ON NON-METALLIC APPROVED CHAIRS. REINFORCING SHALL NOT BE SUPPORTED ON TIMBER BLOCKS, BRICKS, CONCRETE BLOCKS, ETC.
8. CONSTRUCTION JOINTS SHALL BE MADE ONLY AS SHOWN UNLESS APPROVED OTHERWISE.
9. ALL EXISTING CONCRETE SURFACES TO RECEIVE CONCRETE SHALL BE ROUGHENED TO A MINIMUM AMPLITUDE OF $\frac{1}{4}$ " AND COATED WITH A PRODUCT LISTED ON MAINEDOT PRE-QUALIFIED LIST OF CONCRETE BONDING AGENTS.
10. WET CURING OF CONCRETE IS TO BEGIN WITHIN 30 MINUTES AFTER CONCRETE FINISHING, OR AS SOON AS POSSIBLE WITHOUT DAMAGING FINISHED SURFACE.
11. ALL FORMWORK FOR CONCRETE SHALL BE LEFT IN PLACE AND CONCRETE SURFACES SHALL BE COVERED AND KEPT MOIST FOR A PERIOD OF NOT LESS THAN TWO (2) FULL DAYS AFTER CONCRETE PLACEMENTS.
12. CONTRACTOR SHALL SUBMIT DETAILED REINFORCING DRAWINGS INCLUDING BAR AND BENDING SCHEDULES TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO DELIVERY OF ANY REINFORCING STEEL.
13. PROVIDE FULL WIDTH STRUCTURAL BEARING PADS AT ALL PRECAST CONCRETE DECK PLANK TO PILE CAP BEARING LOCATIONS. PADS TO BE 0.125 INCH THICK PLAIN ELASTOMERIC BEARING PADS WITH DUREMETER HARDNESS OF 60 PER AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
14. ALL FERROUS METAL HANDLING/LIFTING DEVICES AND EXISTING EMBEDDED METALS/ANCHORS NO LONGER IN USE SHALL BE RECESSED OR REMOVED TO A DEPTH OF ONE INCH BELOW THE SURFACE OF THE CONCRETE AND PATCHED WITH AN APPROVED POLYMER-MODIFIED CEMENTITIOUS MORTAR. DEVICES LOCATED IN AREAS TO BE TOTALLY ENCASED IN CAST-IN-PLACE CONCRETE SHALL BE GALVANIZED. DEVICES LOCATED IN AREAS NOT TO BE ENCASED IN CAST-IN-PLACE CONCRETE SHALL BE STAINLESS STEEL, UNLESS OTHERWISE NOTED.
15. CONCRETE SURFACES SHALL BE REPAIRED AS DIRECTED BY THE RESIDENT ENGINEER UNDER THEIR RESPECTIVE 518 PAY ITEMS. RESIDENT ENGINEER MAY CONSULT ENGINEER OF RECORD FOR LOCATIONS AND QUANTITIES. PRIOR TO THE START OF THE CONCRETE REPAIRS, THE RESIDENT AND THE CONTRACTOR SHALL SOUND THE CONCRETE AND AGREE ON THE REPAIR LIMITS. SHOULD THE REPAIR AREA LIMITS APPEAR TO CHANGE DURING THE DEMOLITION PROCESS, THE CONTRACTOR SHALL NOTIFY THE RESIDENT. THE RESIDENT AND THE CONTRACTOR SHALL AGREE ON THE REVISED PAY LIMITS PRIOR TO THE CONTRACTOR CONTINUING THE DEMOLITION. PERFORM 1 INCH DEEP SAWCUTS ALONG LIMITS OF REPAIR. CHIP CONCRETE TO SOUND MATERIAL. PREPARE AND PATCH REPAIR AREAS PER STANDARD SPECIFICATIONS.

REINFORCING STEEL NOTES:

1. REINFORCING BARS SHALL CONFORM TO ASTM A615, GRADE 60 AND SHALL BE EPOXY COATED.
2. SPLICE REINFORCEMENT AS INDICATED:

CLASS "B" SPLICES FOR EPOXY COATED REINFORCEMENT:	
BAR SIZE	5000 PSI
#4	2'-6"
#5	3'-1"
#6	3'-8"
#7	4'-4"
#8	4'-11"
#9	6'-11"
3. SPLICES SHALL BE LOCATED SUCH THAT NO MORE THAN 50 PERCENT OF THE REINFORCEMENT IS SPLICED AT ANY ONE LOCATION, UNLESS SHOWN OTHERWISE.
4. ALL HOOKS SHALL BE STANDARD ACI 90 OR 180 DEGREE END HOOKS, UNLESS SHOWN OTHERWISE.
5. SPLICE TOP BARS AT CENTER OF SPAN AND BOTTOM BARS AT THE SUPPORT, UNLESS DETAILED OTHERWISE.

STRUCTURAL NOTES:

1. CONTRACTOR SHALL FIELD VERIFY DECK ELEVATIONS ALONG EXISTING WHARF AND RAMP AT INTERFACE WITH PROPOSED WHARF AND SUBMIT THESE TO THE RESIDENT FOR REVIEW PRIOR TO DECK CONSTRUCTION.
2. ALL BOLTS EMBEDDED IN CONCRETE SHALL BE ASTM A193, TYPE 316 STAINLESS STEEL AND SHALL BE FITTED WITH NUTS AND WASHERS CONFORMING WITH ASTM A194.
3. REMOVAL OF RAMP 3, TIMBER DECK AND MAINTENANCE BUILDING SHALL INCLUDE ALL FOUNDATION ELEMENTS AS NOTED THROUGHOUT THE PLANS.
4. REMOVE SEAWALL WHERE A CONFLICT WITH THE PROPOSED PILE CAP WILL OCCUR. SEE SEAWALL NOTCHING DETAIL ON SHEET S06.

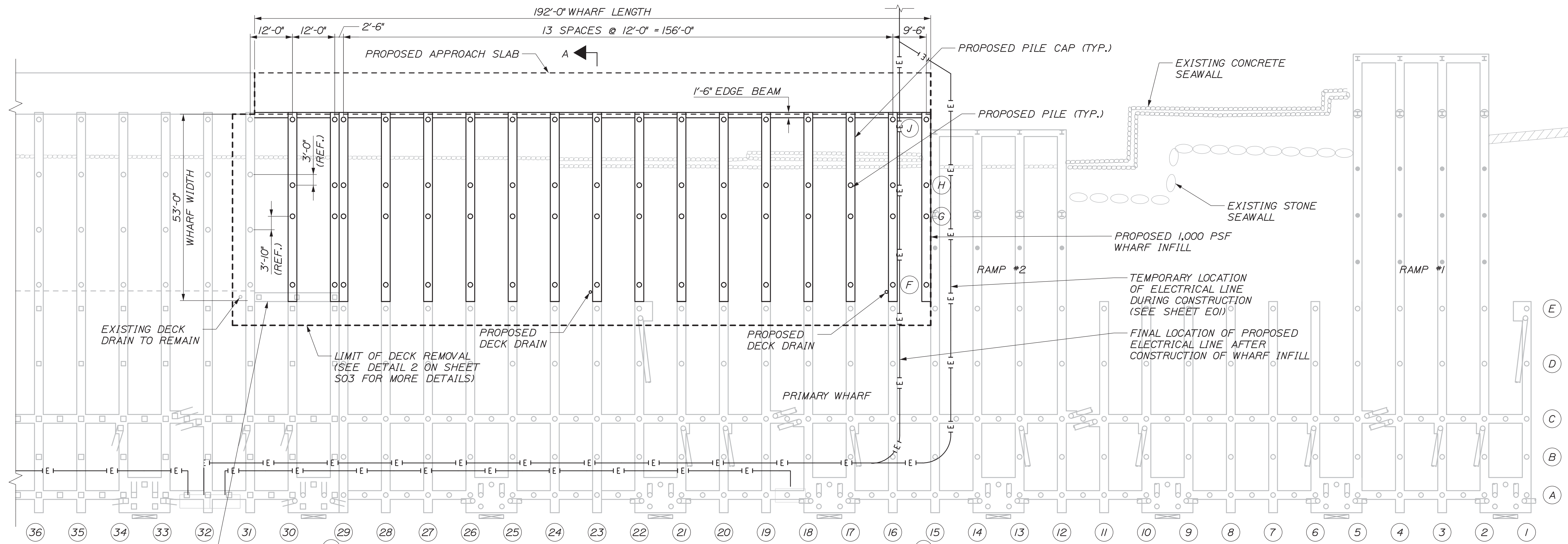
CONCRETE REMOVAL NOTES:

1. ALL EXISTING REINFORCING EXTENDING INTO THAT WHICH IS BEING REMOVED SHALL BE CUT FLUSH UNLESS OTHERWISE NOTED IN THE PLANS.
2. PRECAST DECK PANEL SHALL NOT BE DAMAGED DURING DECK REMOVAL. IF DAMAGED THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS WITHOUT ANY ADDITIONAL COMPENSATION.

Date: 5/21/2018

Username:

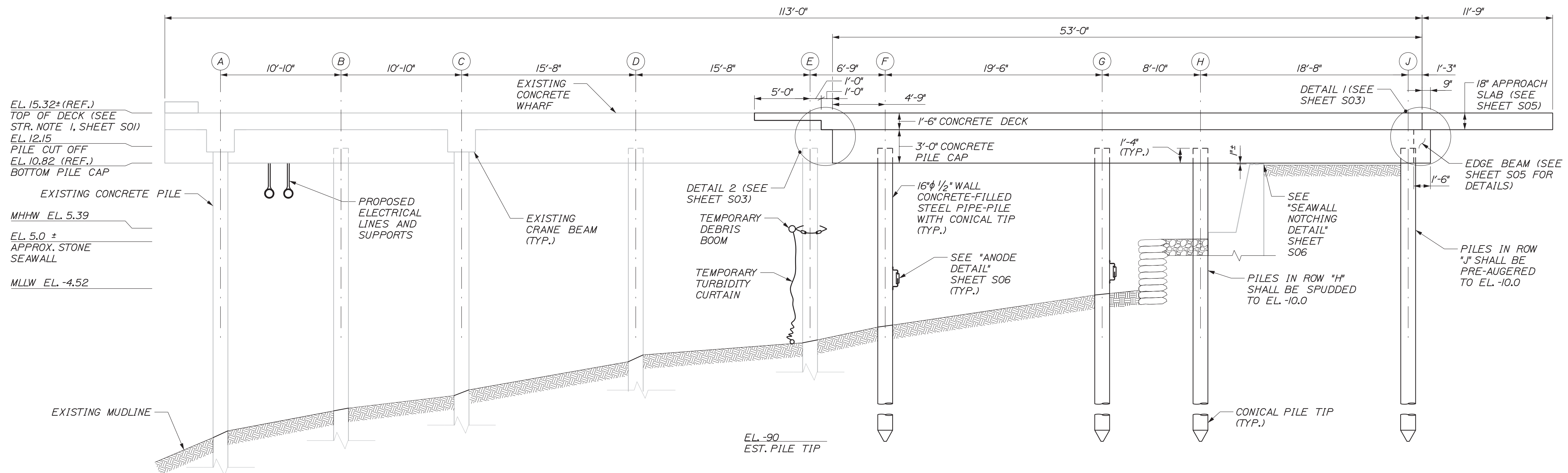
Filename: 015_Pier Framing Plan & Elevation (S02).dgn



REMOVE EXISTING PILE CAP AND CORRESPONDING PRESTRESSED PILES (3 TOTAL). PILES SHALL BE CUT CLEANLY TO LEAVE ONLY 10"± ABOVE THE MUDLINE.

WHARF FRAMING PLAN

SCALE: 1/16" = 1'-0"



SECTION A-A

SCALE: 1" = 5'-0"

PROJ. MANAGER	DATE	BY	DATE
T. Poulin	5/18	P. Bishop	5/18
J. Burns		C. Morin	

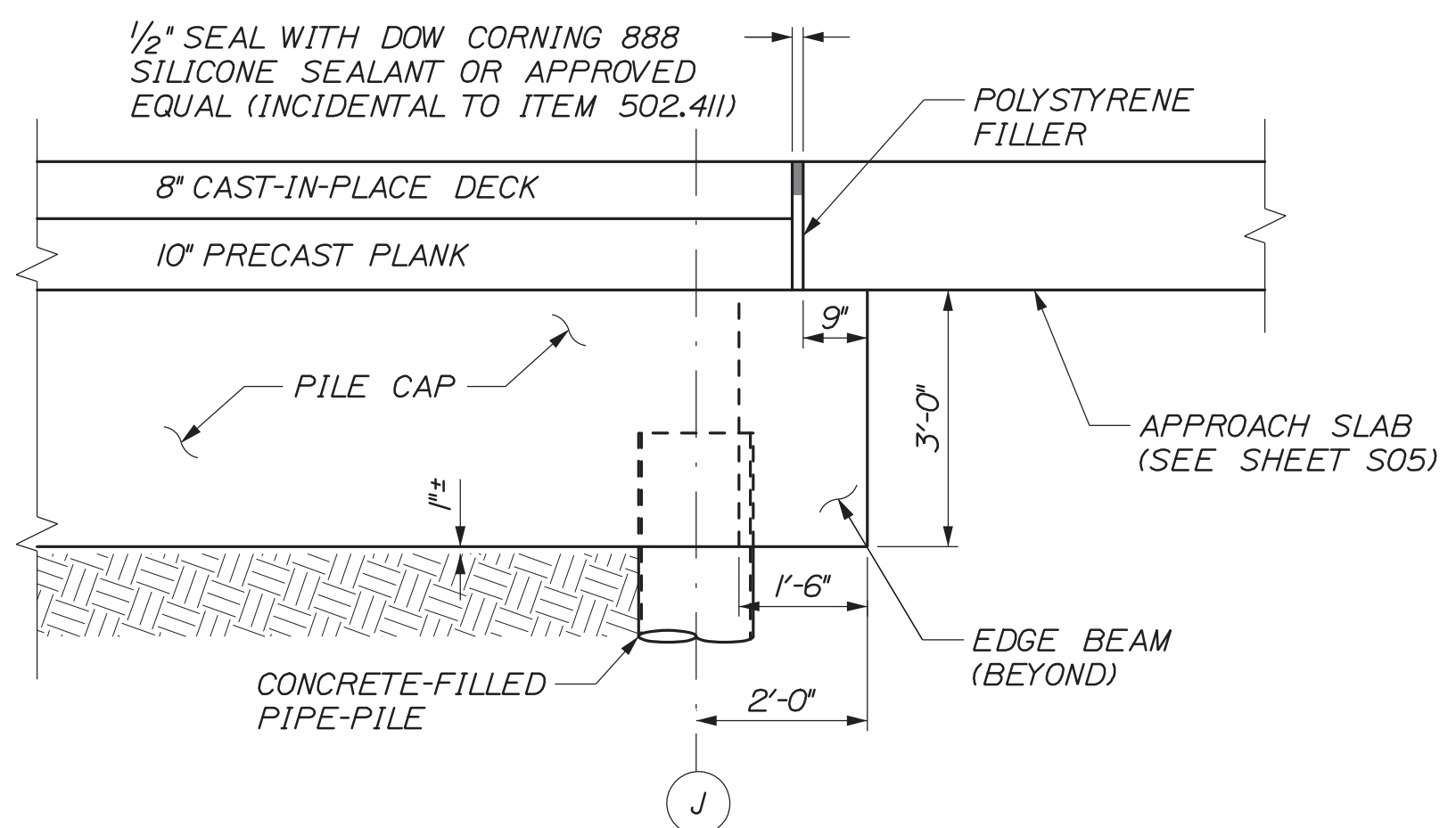
DESIGN DETAILED	CHECKED/REVIEWED	DESIGN DETAILED	REVISIONS	DATE
			1	
			2	
			3	
			4	

Date: 5/21/2018

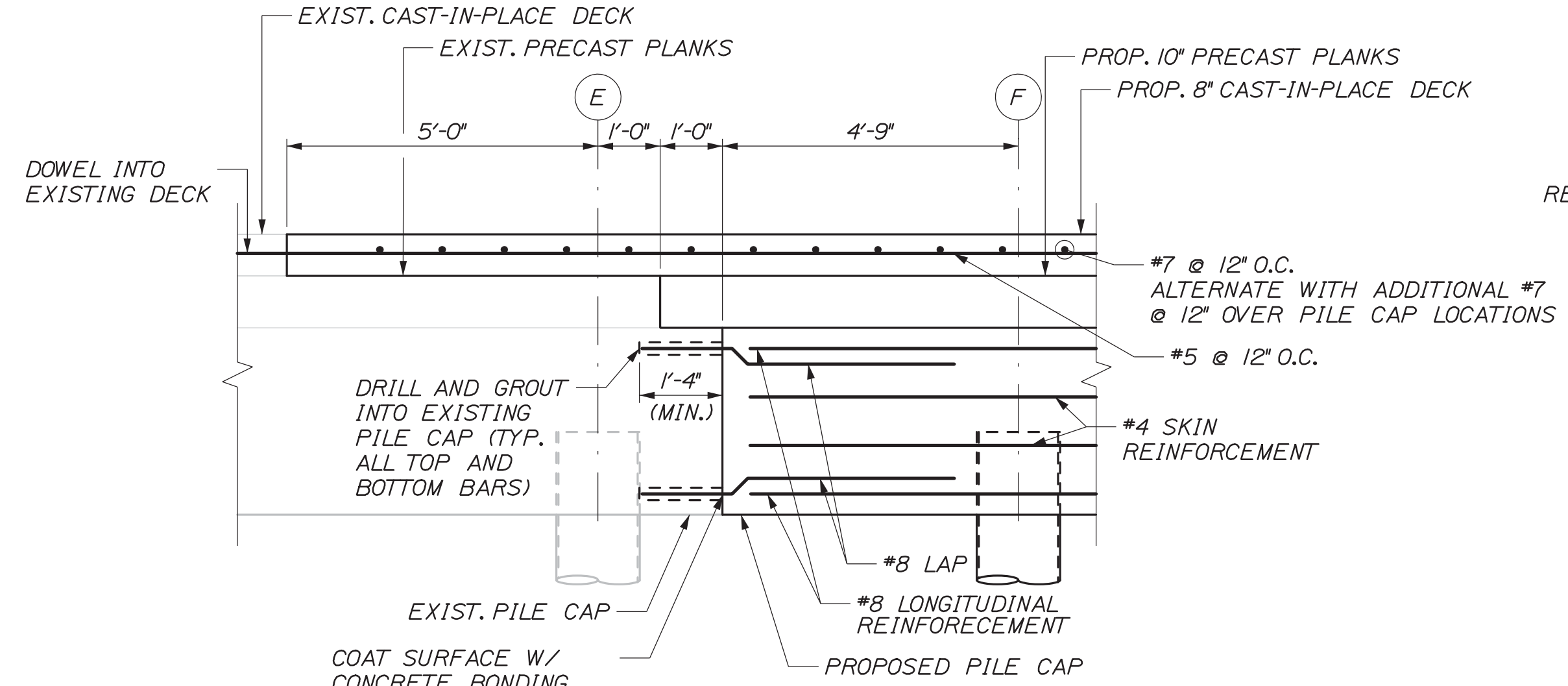
Username:

Division:

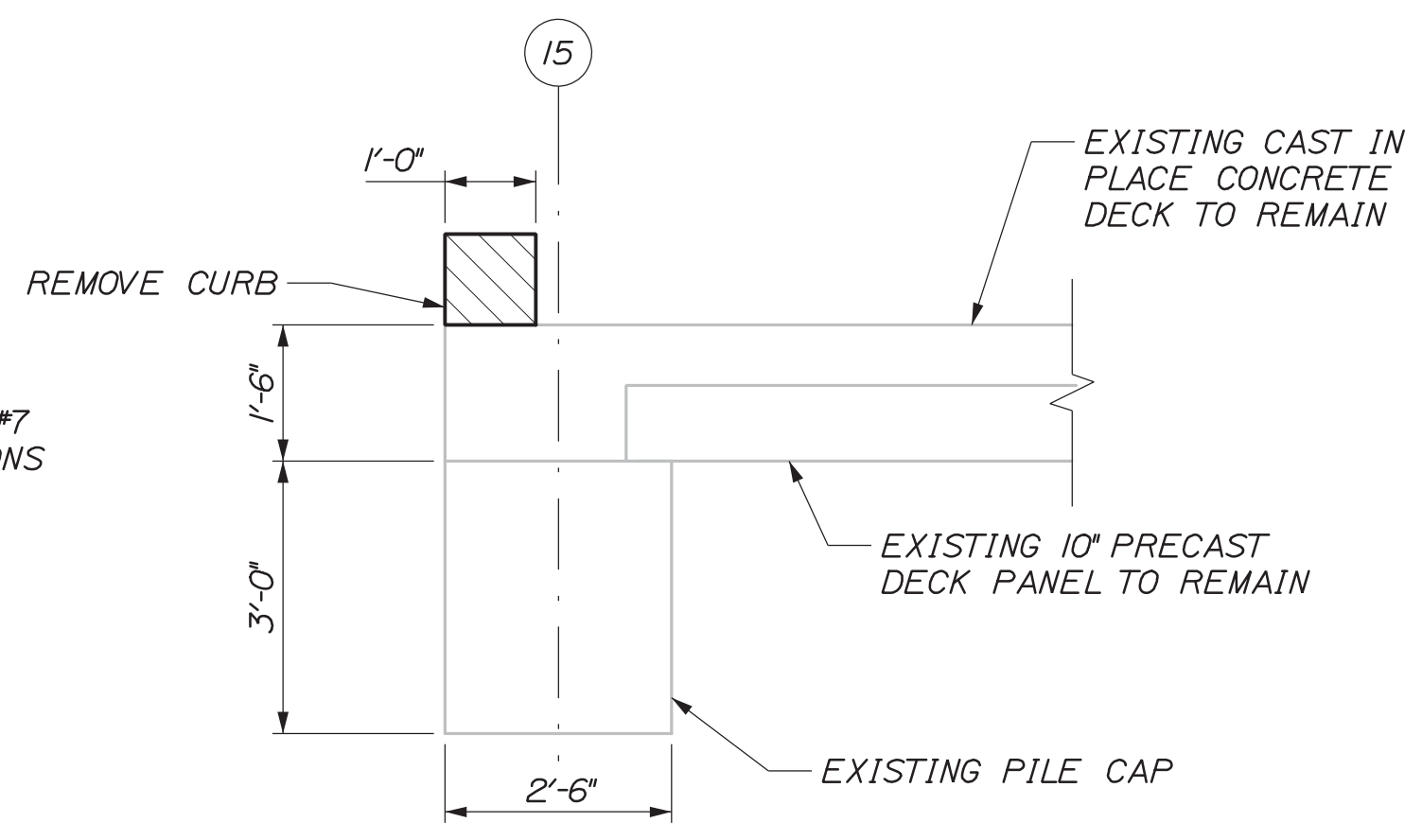
Filename: 016_Pile Cap Details (S03).dgn



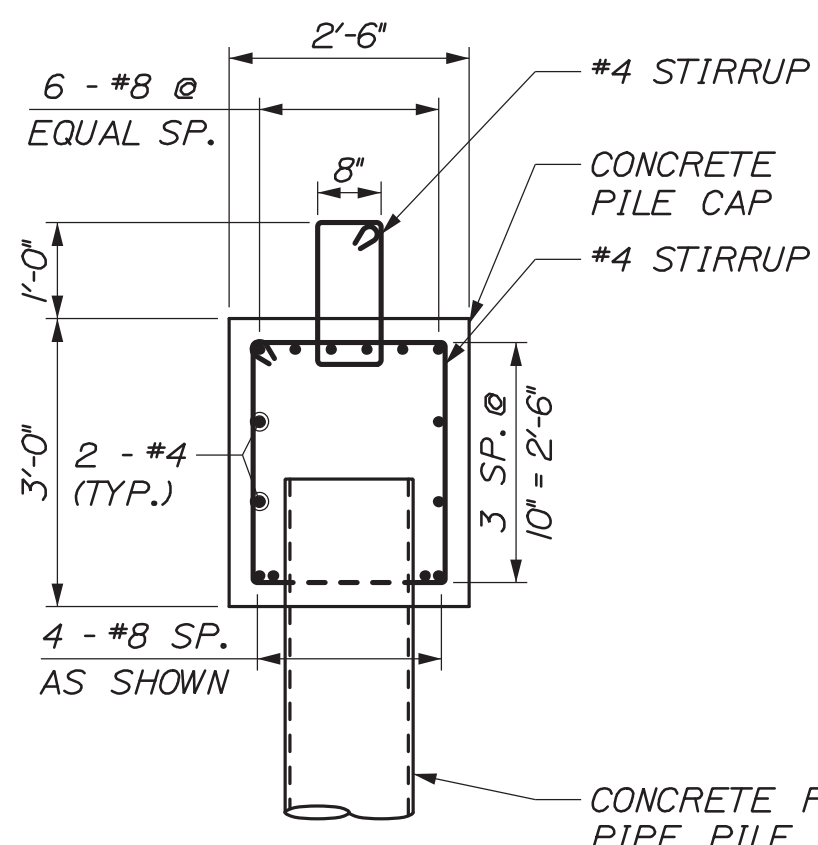
DETAIL 1
SCALE: 1/2" = 1'-0"



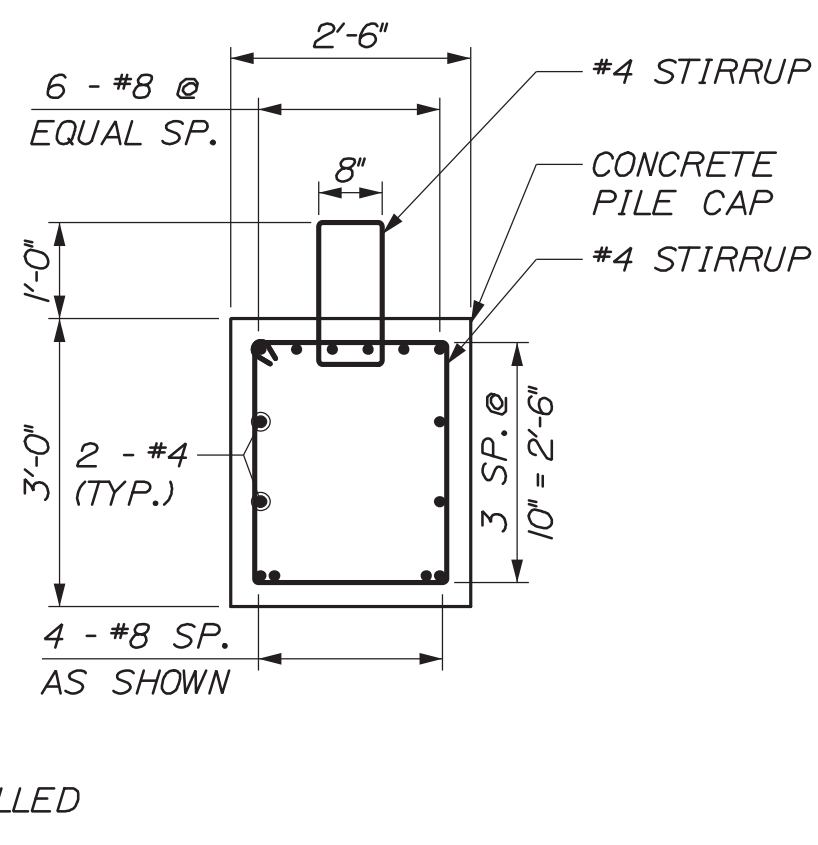
DETAIL 2
SCALE: 1/2" = 1'-0"



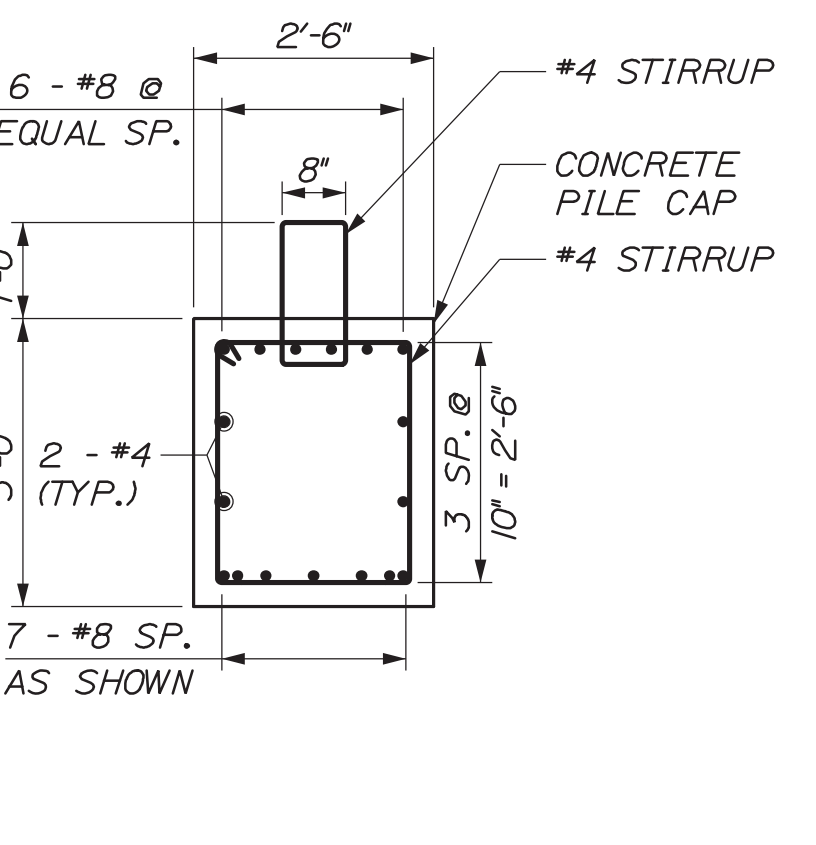
RAMP 2 CURB REMOVAL (PILE CAP 15)
SCALE: 1/2" = 1'-0"



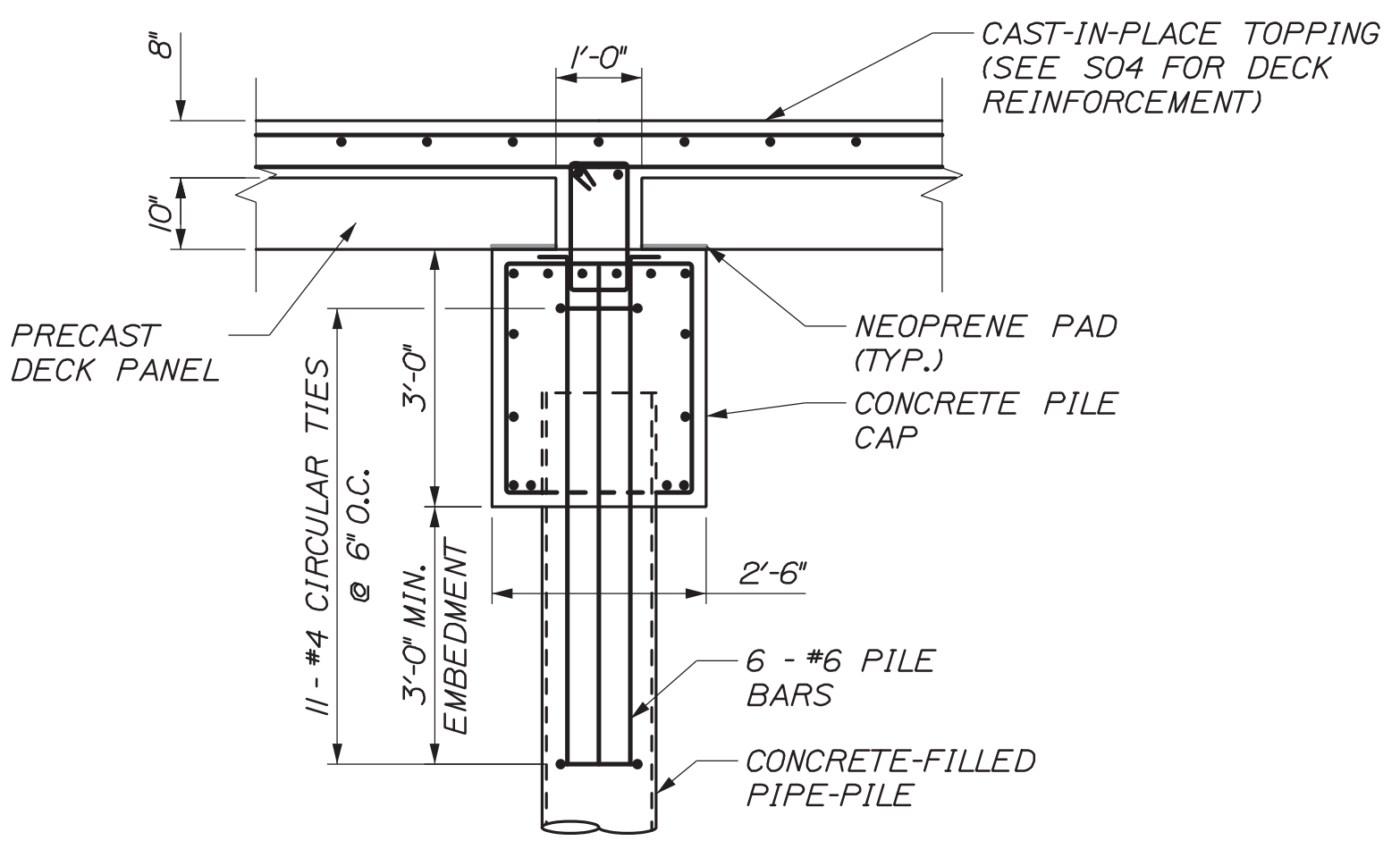
SECTION A-A
SCALE: 1/2" = 1'-0"



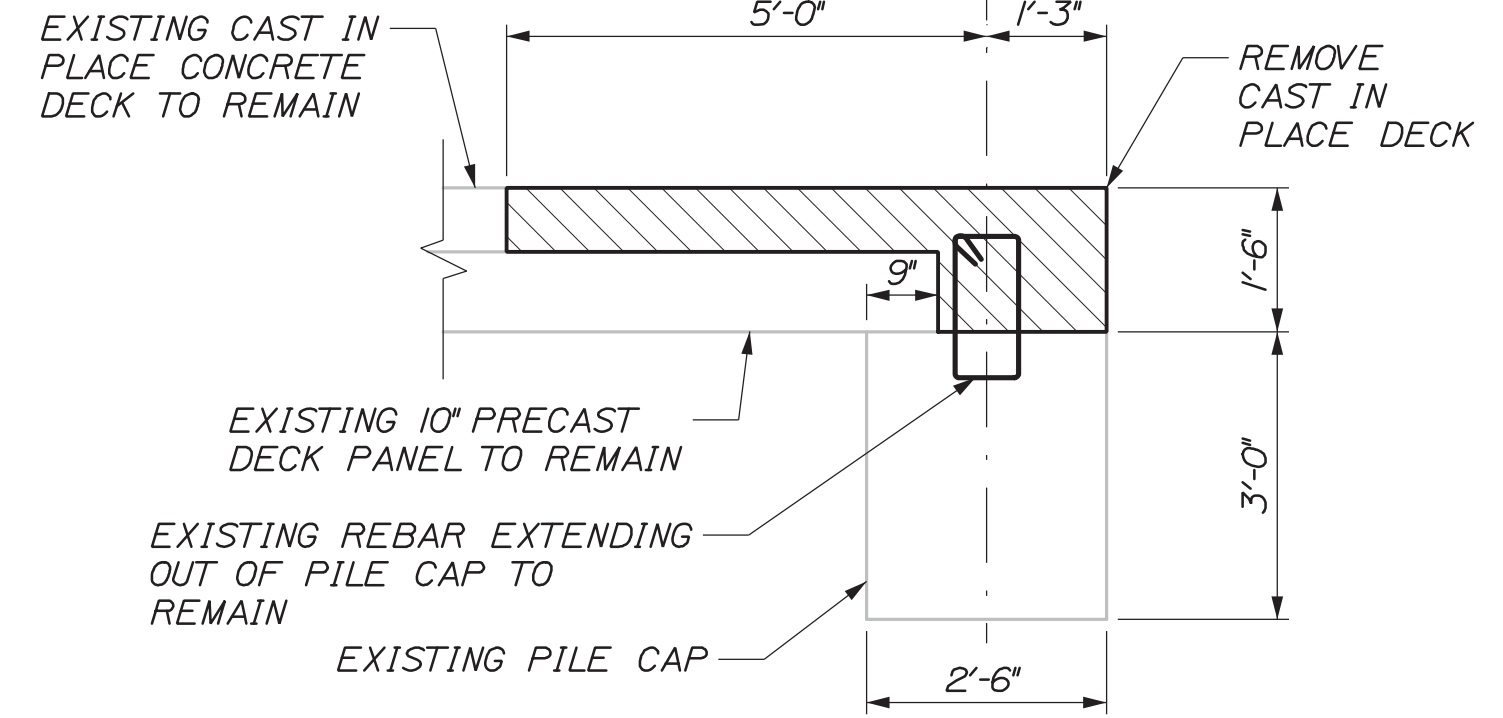
SECTION B-B
SCALE: 1/2" = 1'-0"



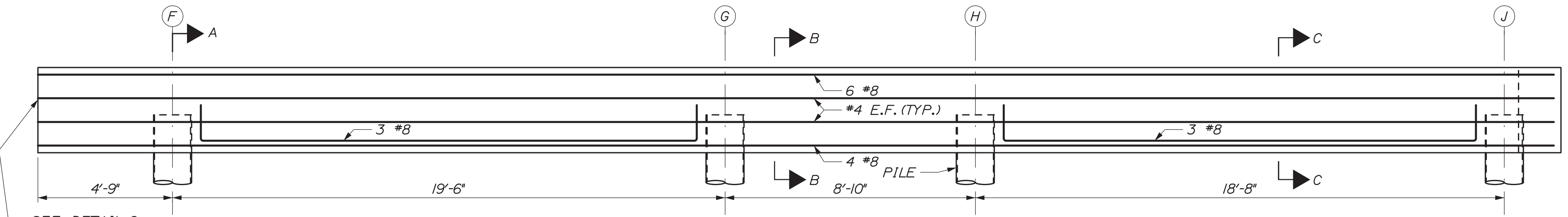
SECTION C-C
SCALE: 1/2" = 1'-0"



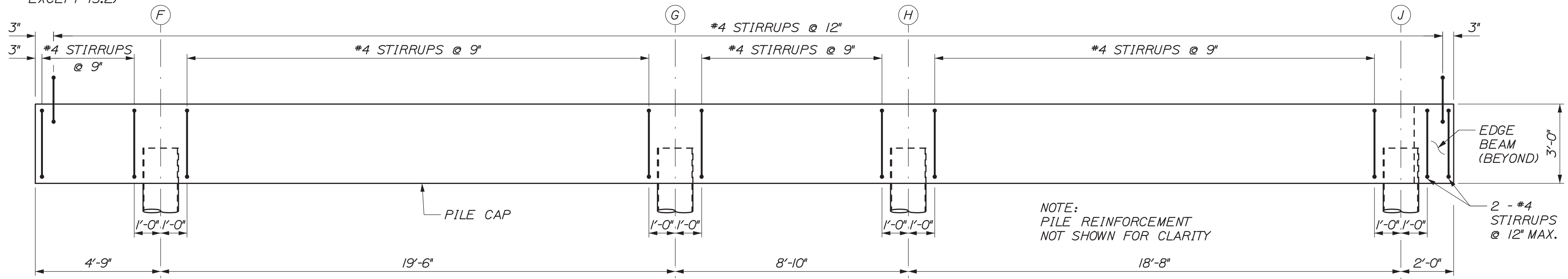
TYPICAL SECTION AT PILE
SCALE: 1/2" = 1'-0"



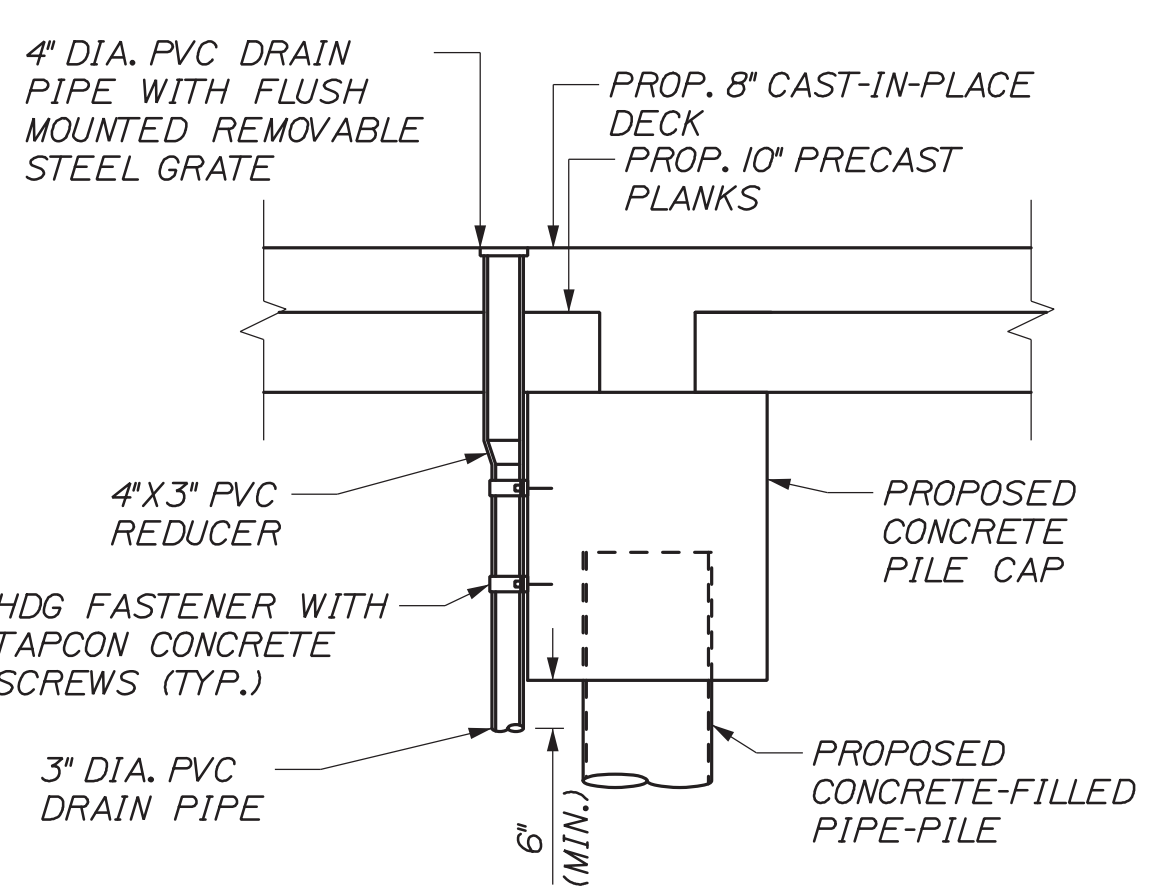
PILE CAP 31 DECK REMOVAL
SCALE: 1/2" = 1'-0"



PILE CAP LONGITUDINAL REINFORCEMENT DETAIL
SCALE: 3/8" = 1'-0"



BENT REINFORCEMENT DETAIL
SCALE: 3/8" = 1'-0"



DECK DRAIN DETAIL
SCALE: 1/2" = 1'-0"

NOTE:
PILE REINFORCEMENT
NOT SHOWN FOR CLARITY

NOTE:
DECK AND PILE CAP
REINFORCEMENT NOT
SHOWN FOR CLARITY.

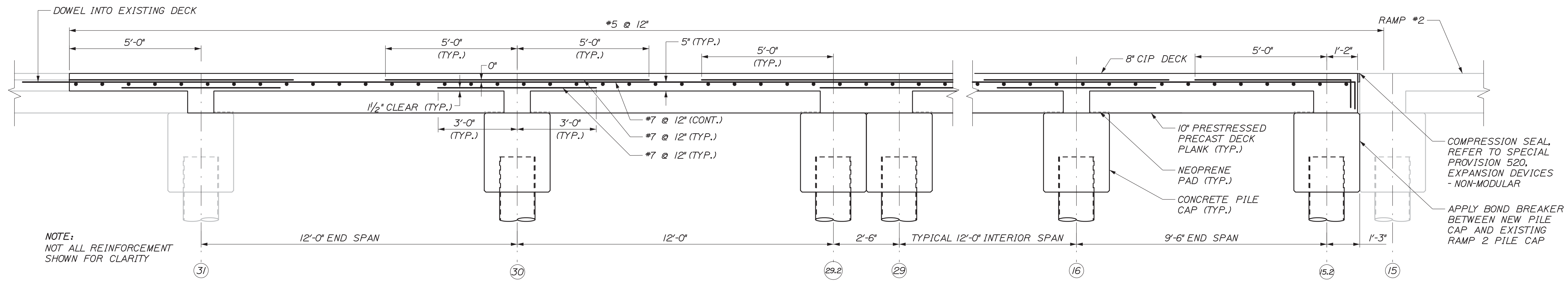
PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	5/18	P. Bishop	
CHECKED-REVIEWED	5/18	C. Morin	
DESIGN-DETAILED			
DESIGN-REVIEWED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	5/18	P. Bishop	
CHECKED-REVIEWED	5/18	C. Morin	
DESIGN-DETAILED			
DESIGN-REVIEWED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SHEET NUMBER

S03

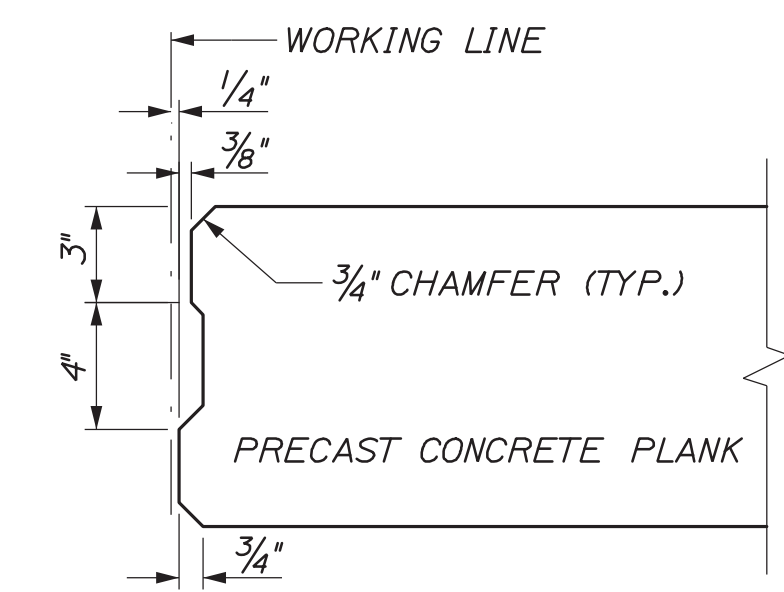




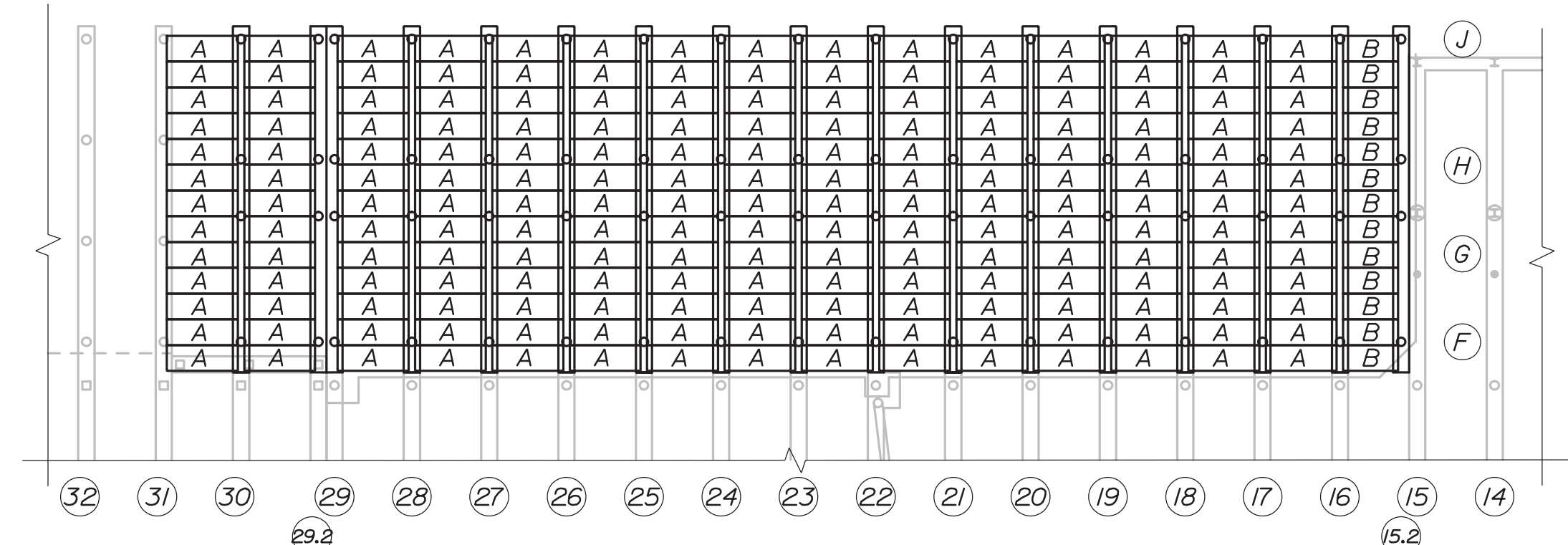
NOTE:
NOT ALL REINFORCEMENT
SHOWN FOR CLARITY

TYPICAL DECK SECTION
SCALE: 1/2" = 1'-0"

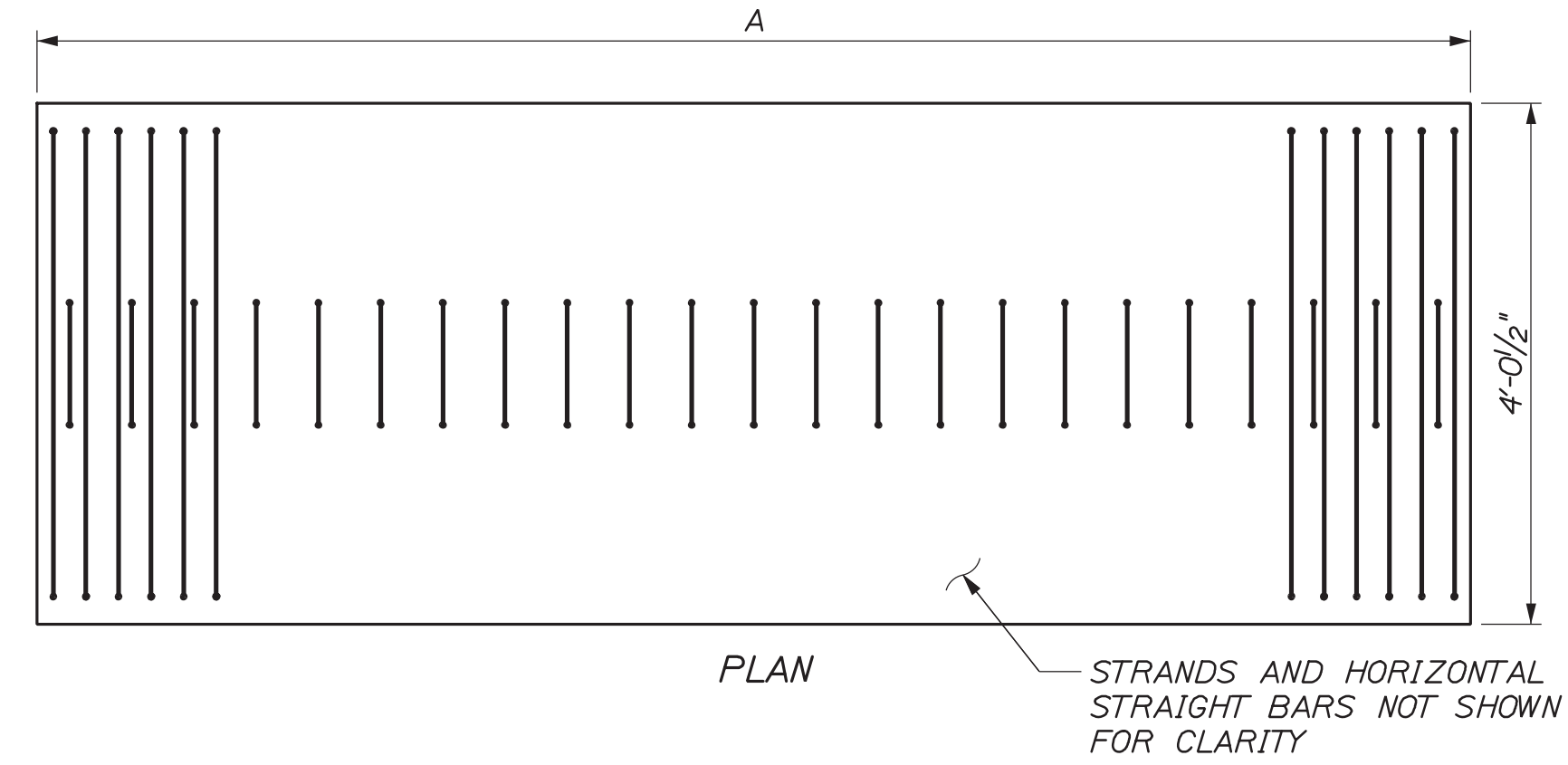
PRESTRESSED SLAB DIMENSION TABLE				
DIMENSION	A	B	C	D
DECK PANEL A	11'-0"	23	12	10
DECK PANEL B	8'-6"	18	12	9



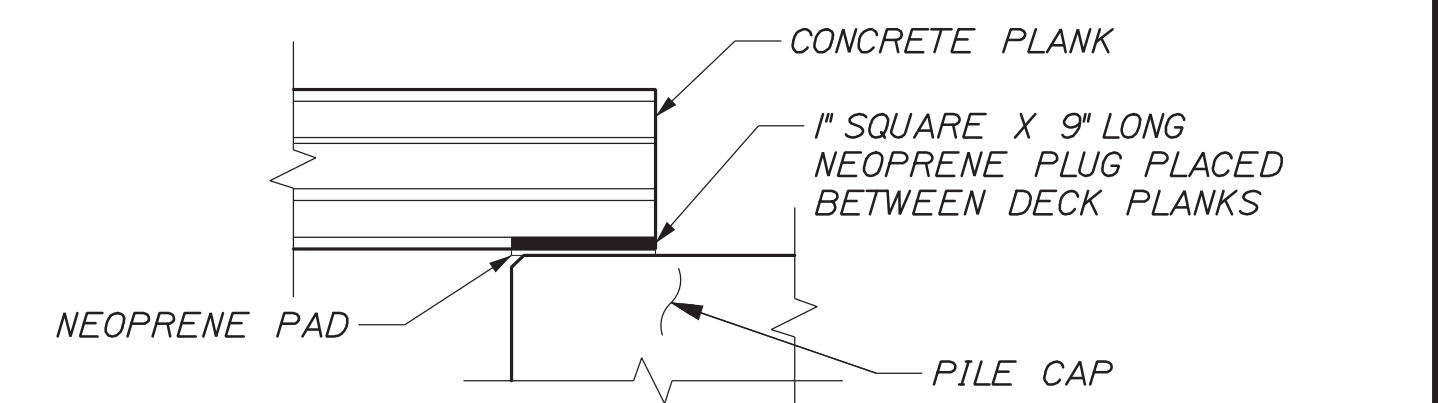
SHEAR KEY DETAIL
SCALE: 2" = 1'-0"



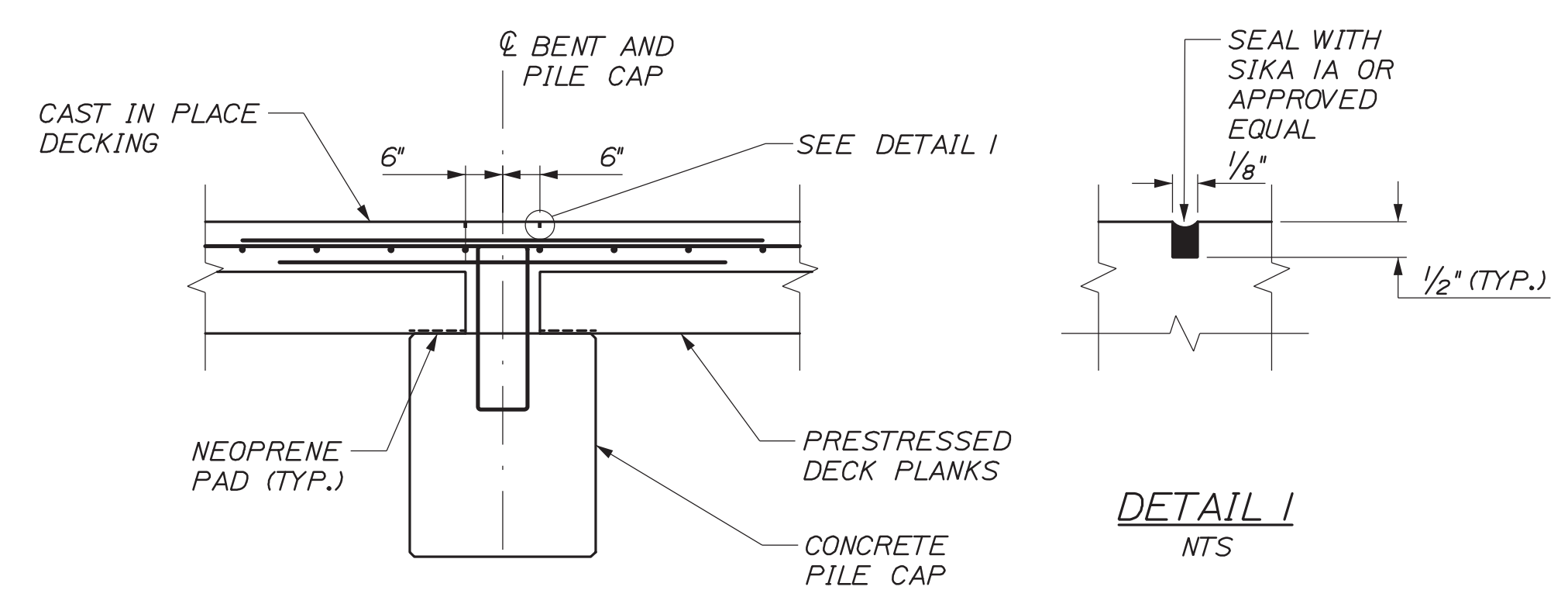
DECK PANEL LAYOUT
N.T.S.



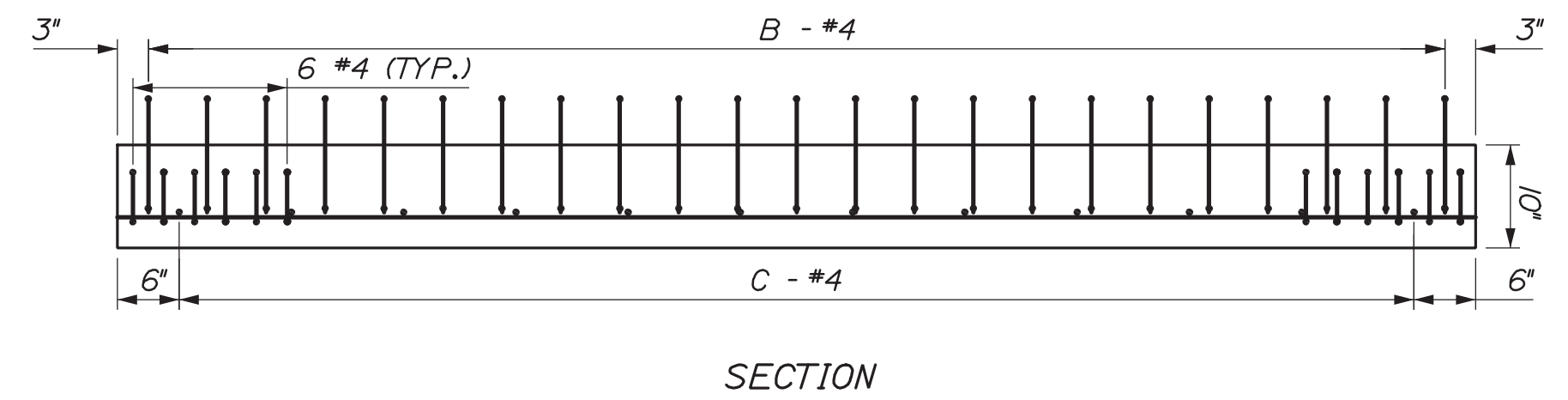
PLAN
STRANDS AND HORIZONTAL STRAIGHT BARS NOT SHOWN FOR CLARITY



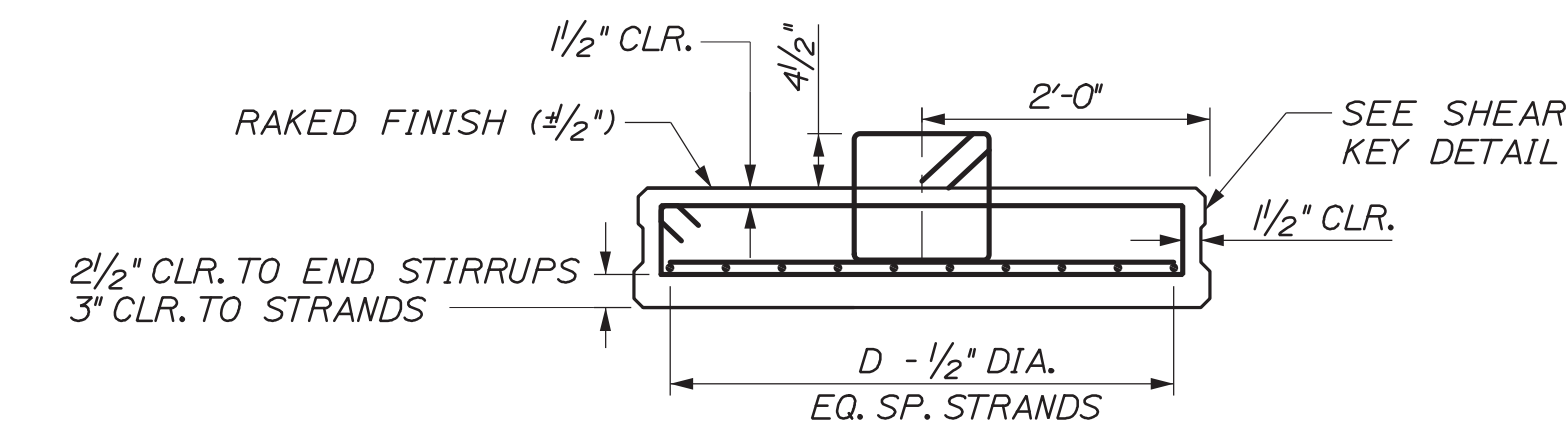
SECTION A-A
SCALE: 1" = 1'-0"



CONTROL JOINT DETAIL
SCALE: 1/2" = 1'-0"

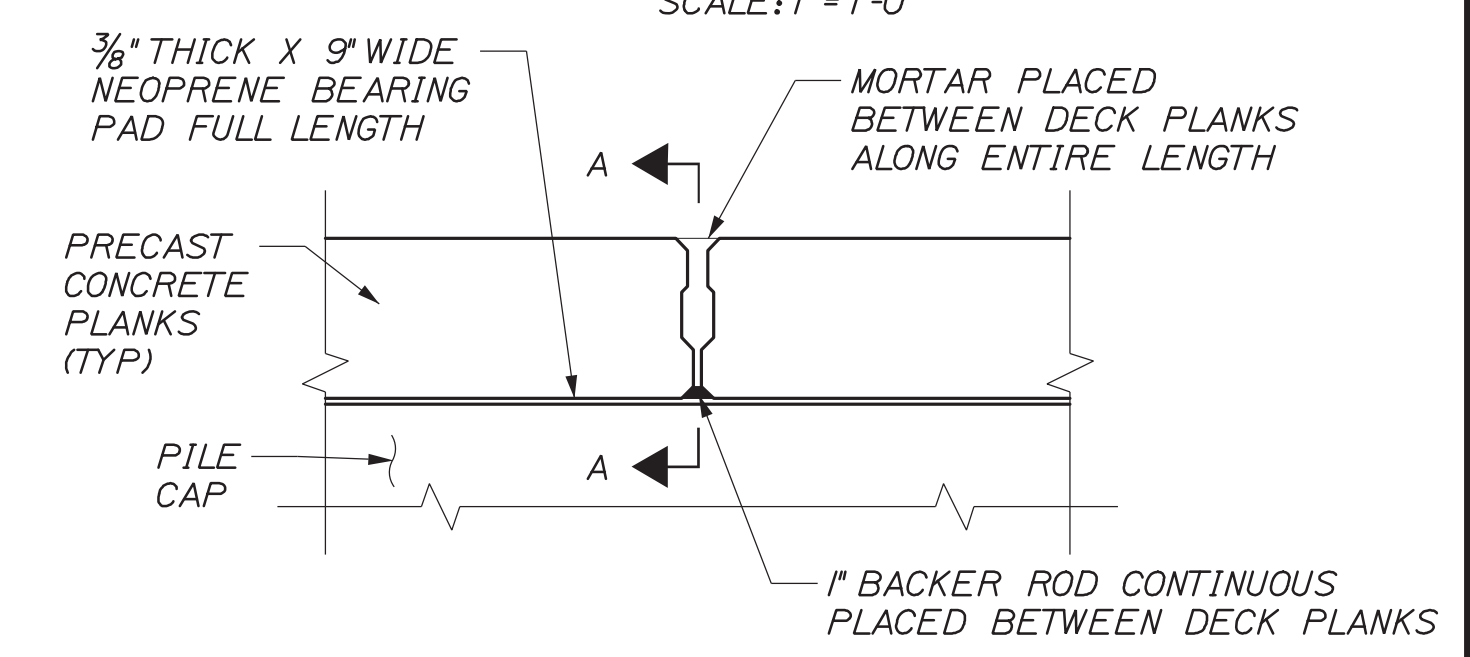


SECTION



END SECTION

TYPICAL PRESTRESSED SLAB DETAILS
SCALE: 3/4" = 1'-0"



DECK PLANK ASSEMBLY DETAIL
SCALE: 1" = 1'-0"

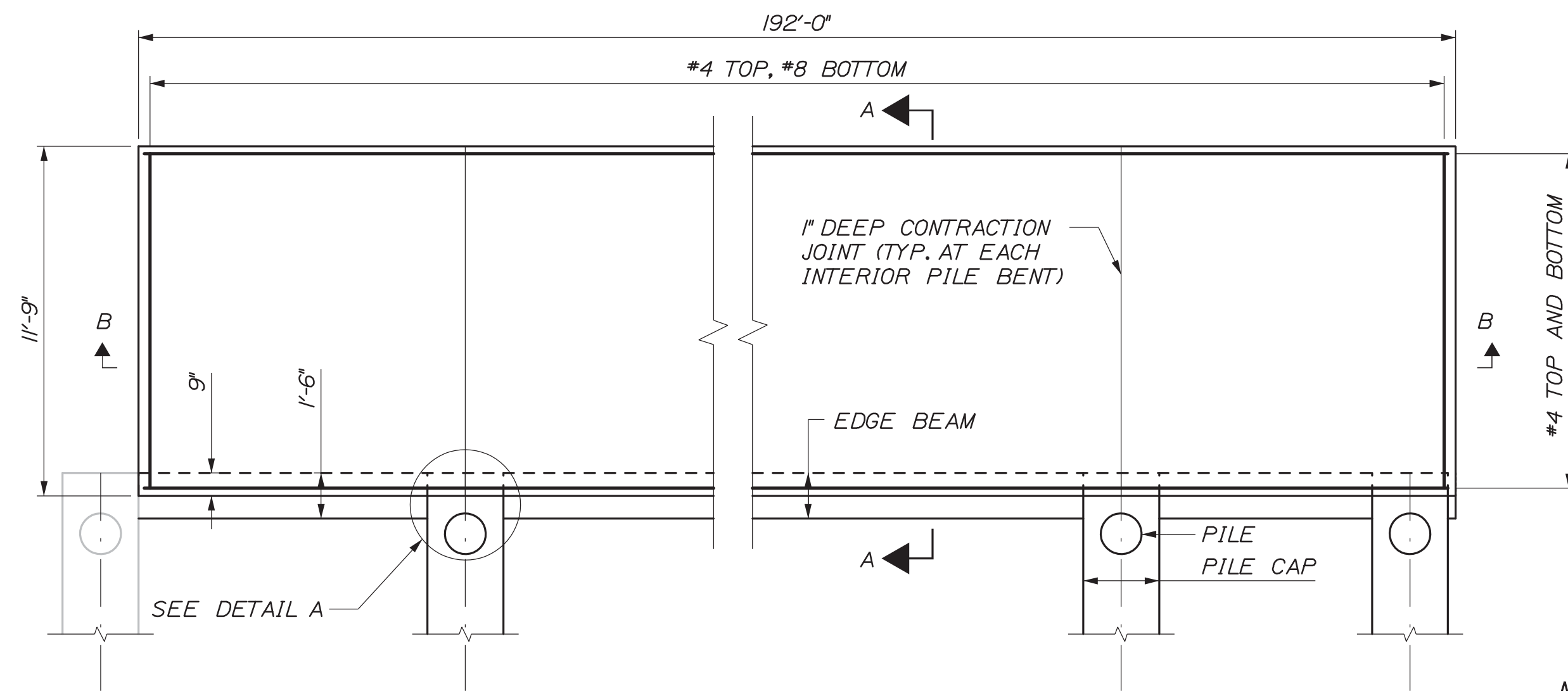
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP 2194(206)		WIN 021942.06	
DATE	5/18	SIGNATURE		P.E. NUMBER	
BY	P. Bishop C. Morin				
PROJ. MANAGER	T. Poulin	DESIGN DETAILED		REVISIONS 1	
CHECKED/REVIEWED	J. Burns	DESIGN REVIEWED		REVISIONS 2	
		DESIGN DETAILED		REVISIONS 3	
				REVISIONS 4	
				FIELD CHANGES	
PORTLAND INTERNATIONAL MARINE TERMINAL MAINE INTERMODAL PORT PRODUCTIVITY PROJECT WHARF INFILL & BUILDING REMOVAL CUMBERLAND COUNTY PORTLAND					
SHEET NUMBER S04					
17 OF 21					

Date: 5/21/2018

Username:

Division:

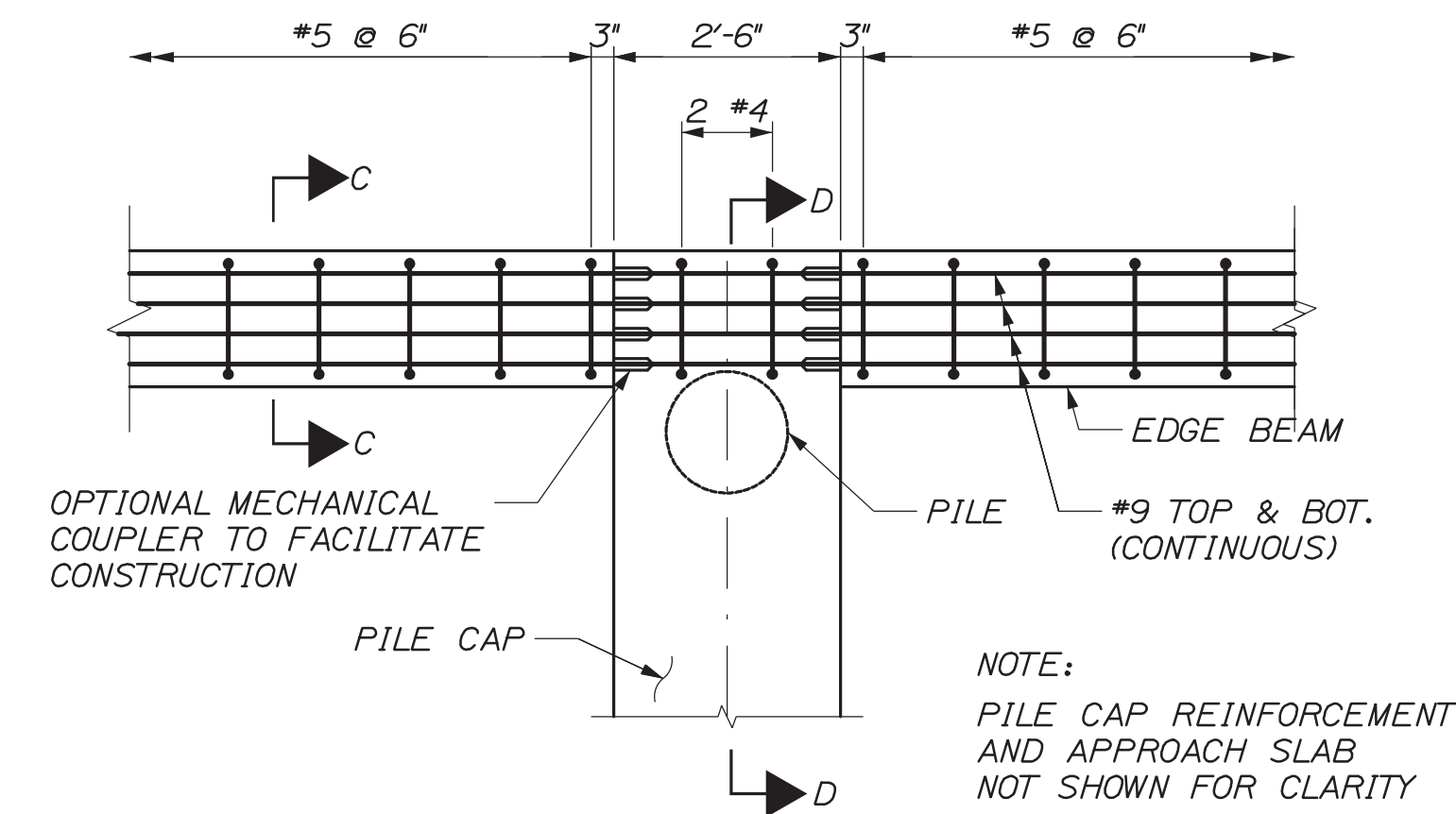
Filename: 018_Approach Slab Details (S05).dgn



APPROACH SLAB PLAN

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

(EXISTING APPROACH SLAB NOT SHOWN FOR CLARITY)

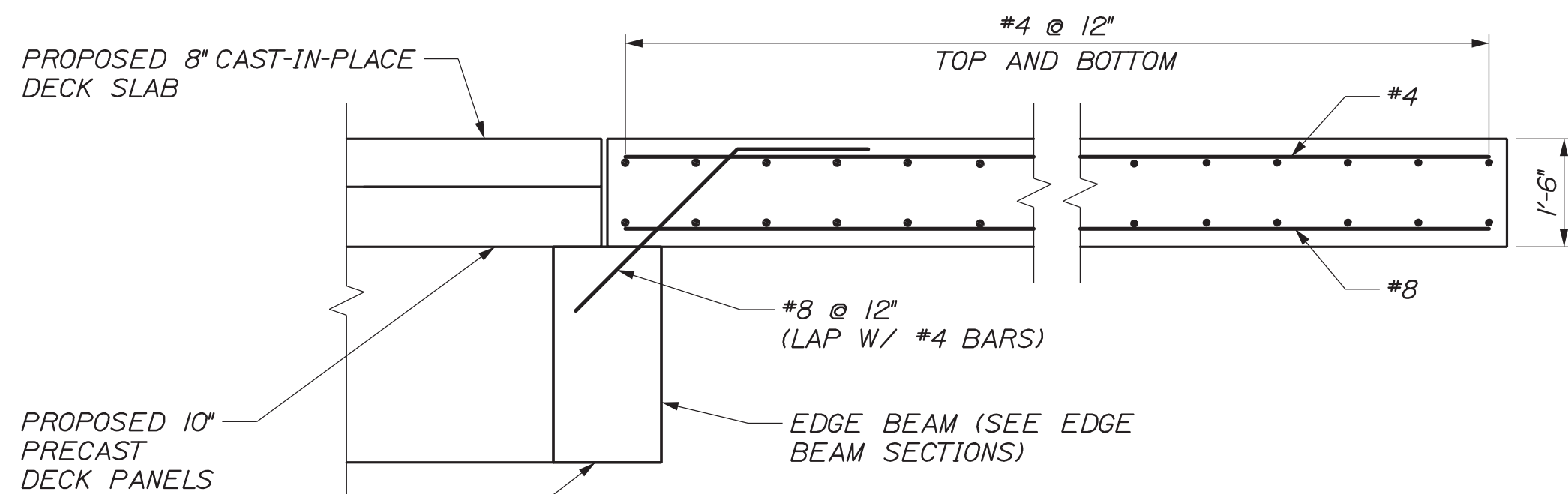


DETAIL A

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

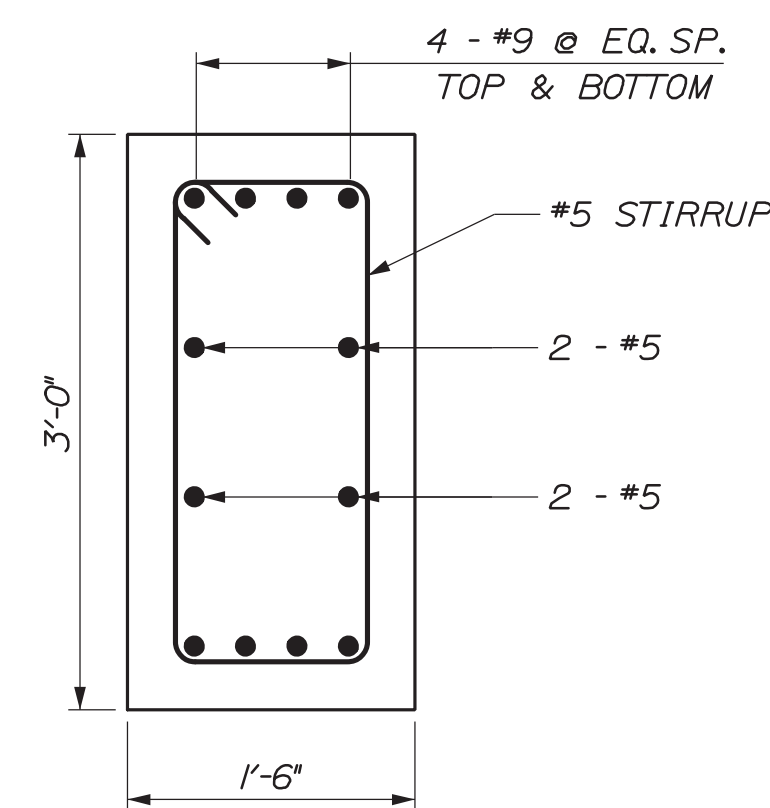
NOTES:

1. CAST-IN-PLACE DECK SLAB AND PRECAST DECK PANELS NOT SHOWN FOR CLARITY
2. CONTRACTION JOINTS SHALL BE SOFT CUT IMMEDIATELY AFTER CONCRETE SURFACE IS FIRM ENOUGH TO KEEP A TROWELED GROOVE WITHOUT DAMAGE.



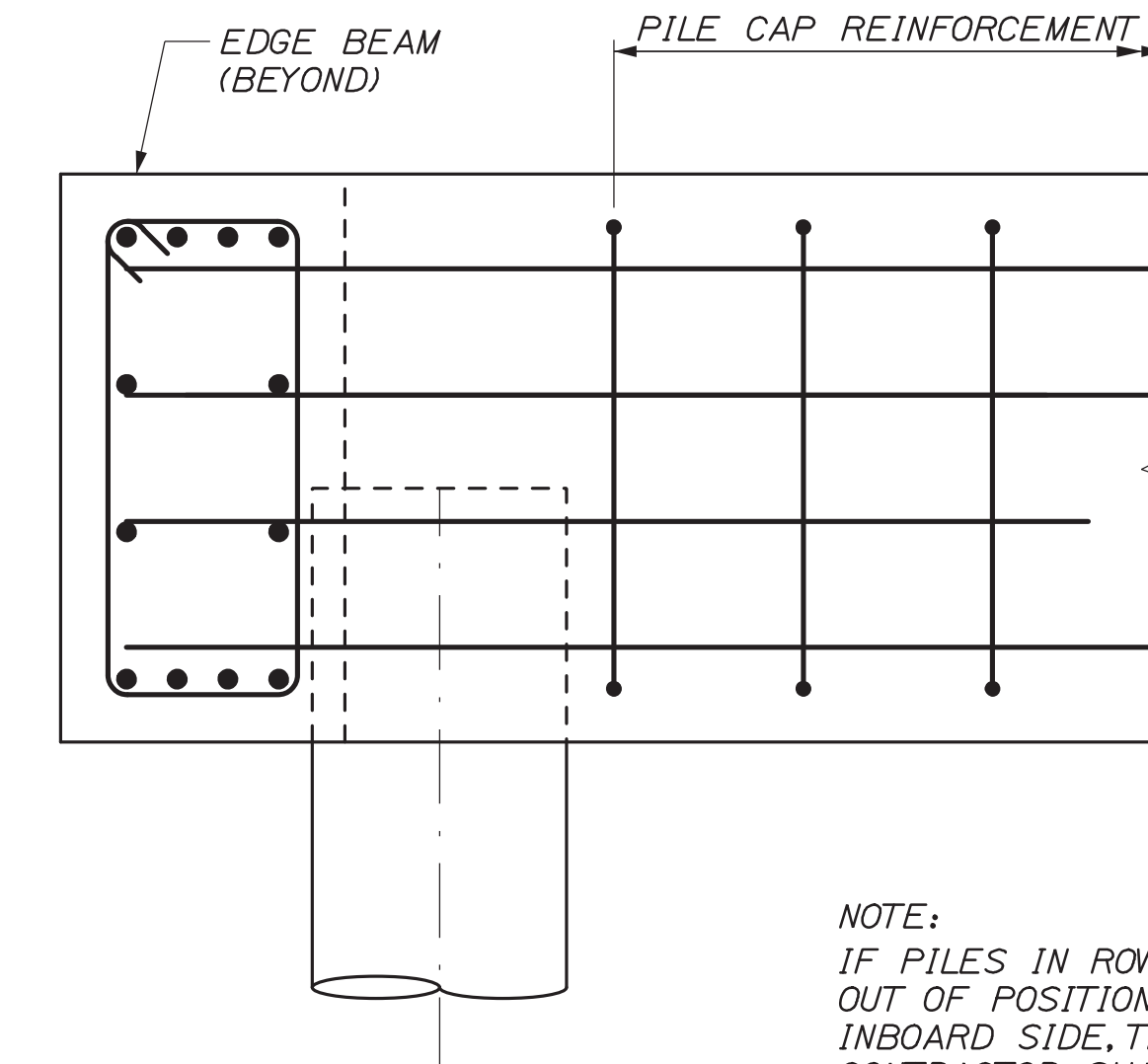
SECTION A-A

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



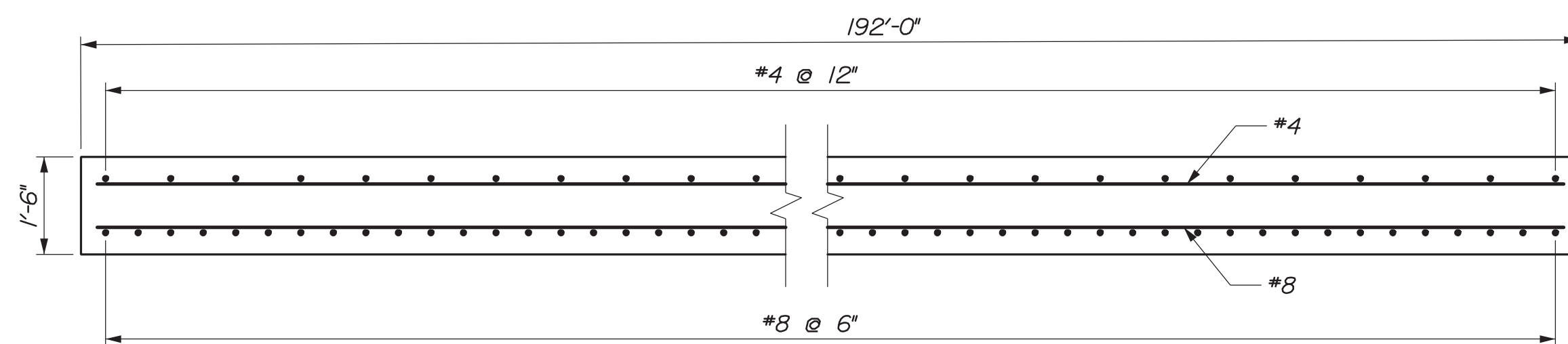
EDGE BEAM SECTION C-C

SCALE: 1" = 1'-0"



EDGE BEAM SECTION D-D

SCALE: 1" = 1'-0"



SECTION B-B

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

DATE	BY	PROJ. MANAGER	CHECKED	DESIGNED	REVISIONS	FIELD CHANGES
5/18	P. Bishop	T. Poirin	J. Burns		1	
5/18	C. Morin				2	
					3	
					4	

DATE	BY	PROJ. MANAGER	CHECKED	DESIGNED	REVISIONS	FIELD CHANGES

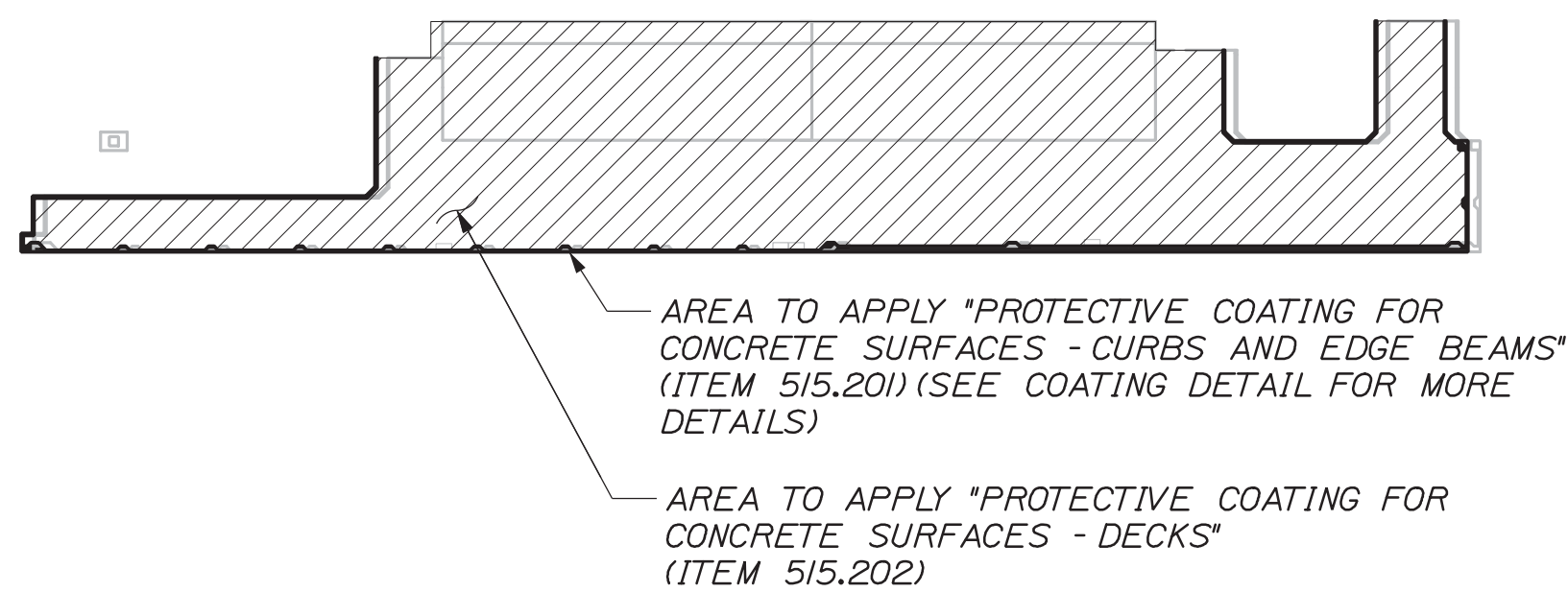


Date: 5/21/2018

Username:

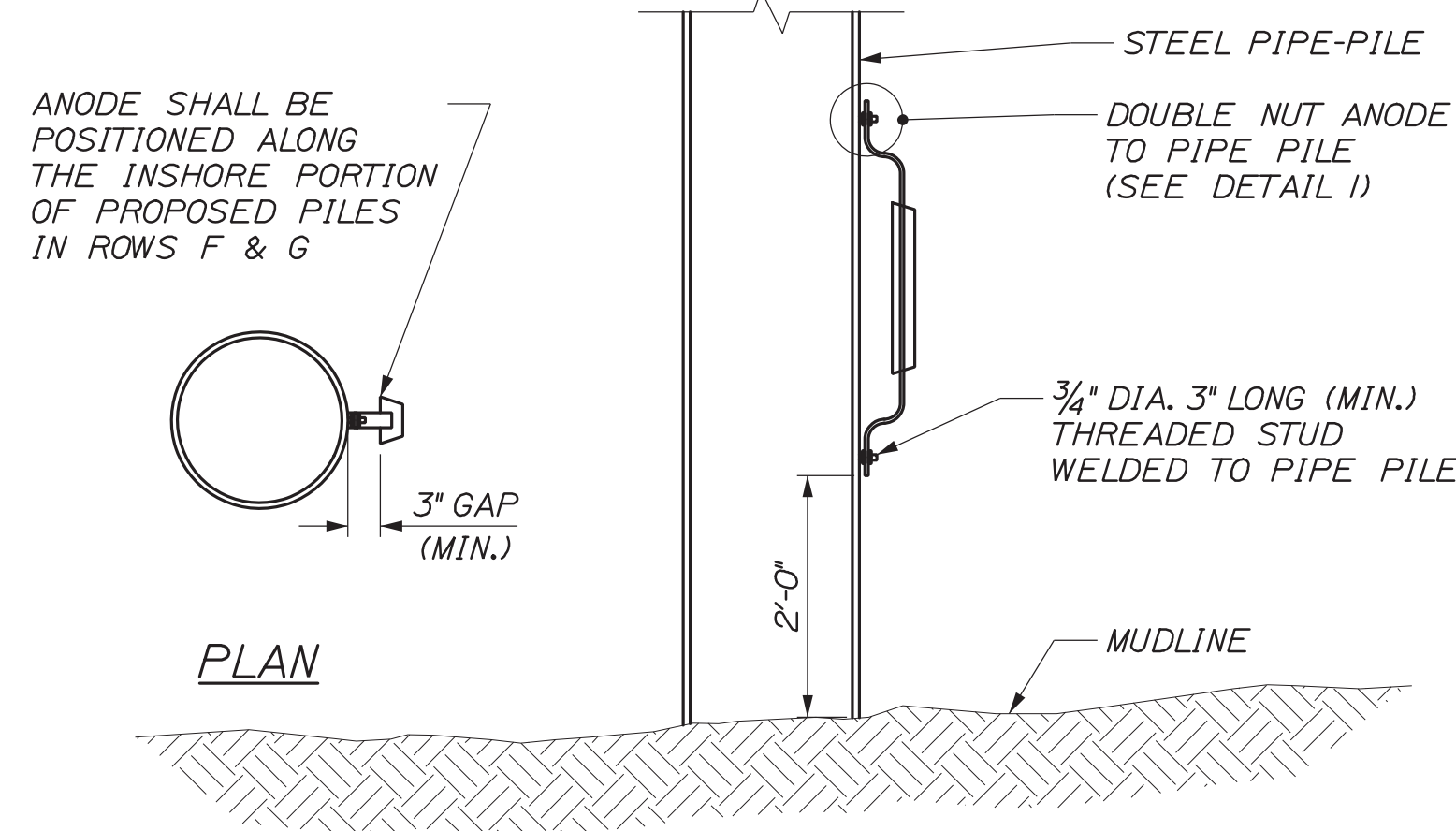
Division:

Filename: 019_Miscellaneous Details (S06).dgn



COATING PLAN

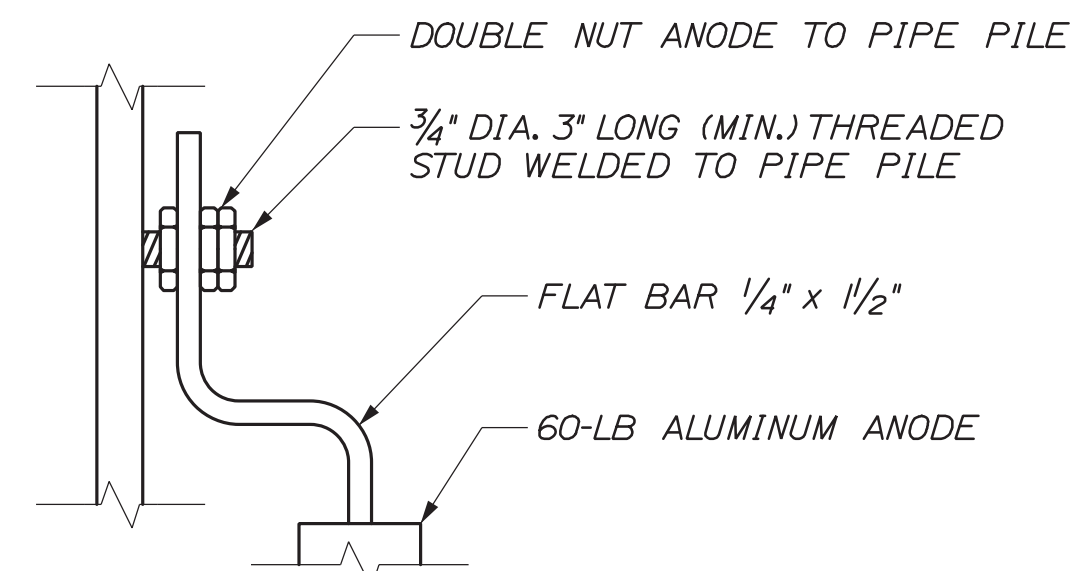
SCALE: 1" = 25'-0"



PLAN

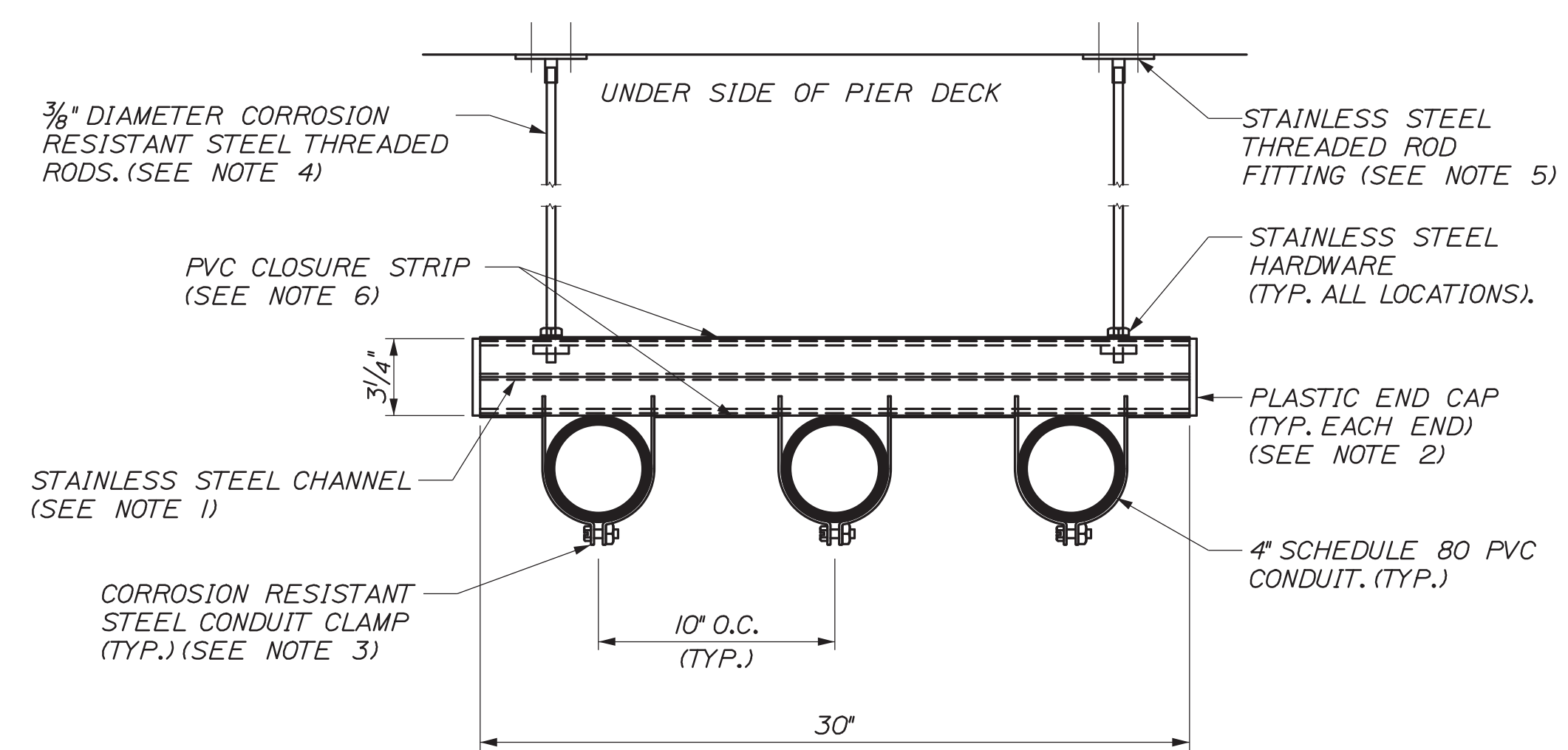
ANODE ELEVATION

N.T.S.



DETAIL 1

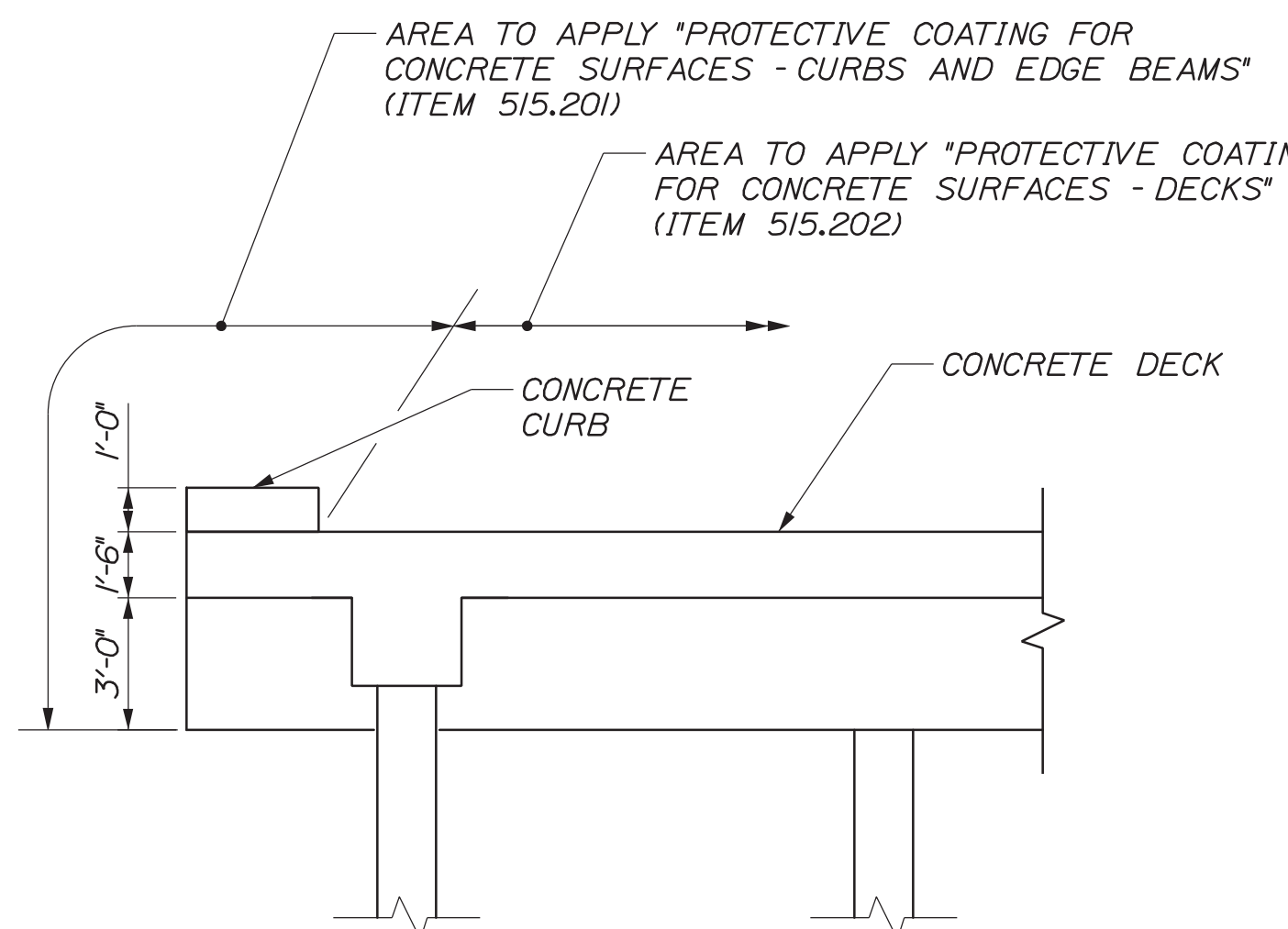
N.T.S.



CONDUIT HANGER DETAIL

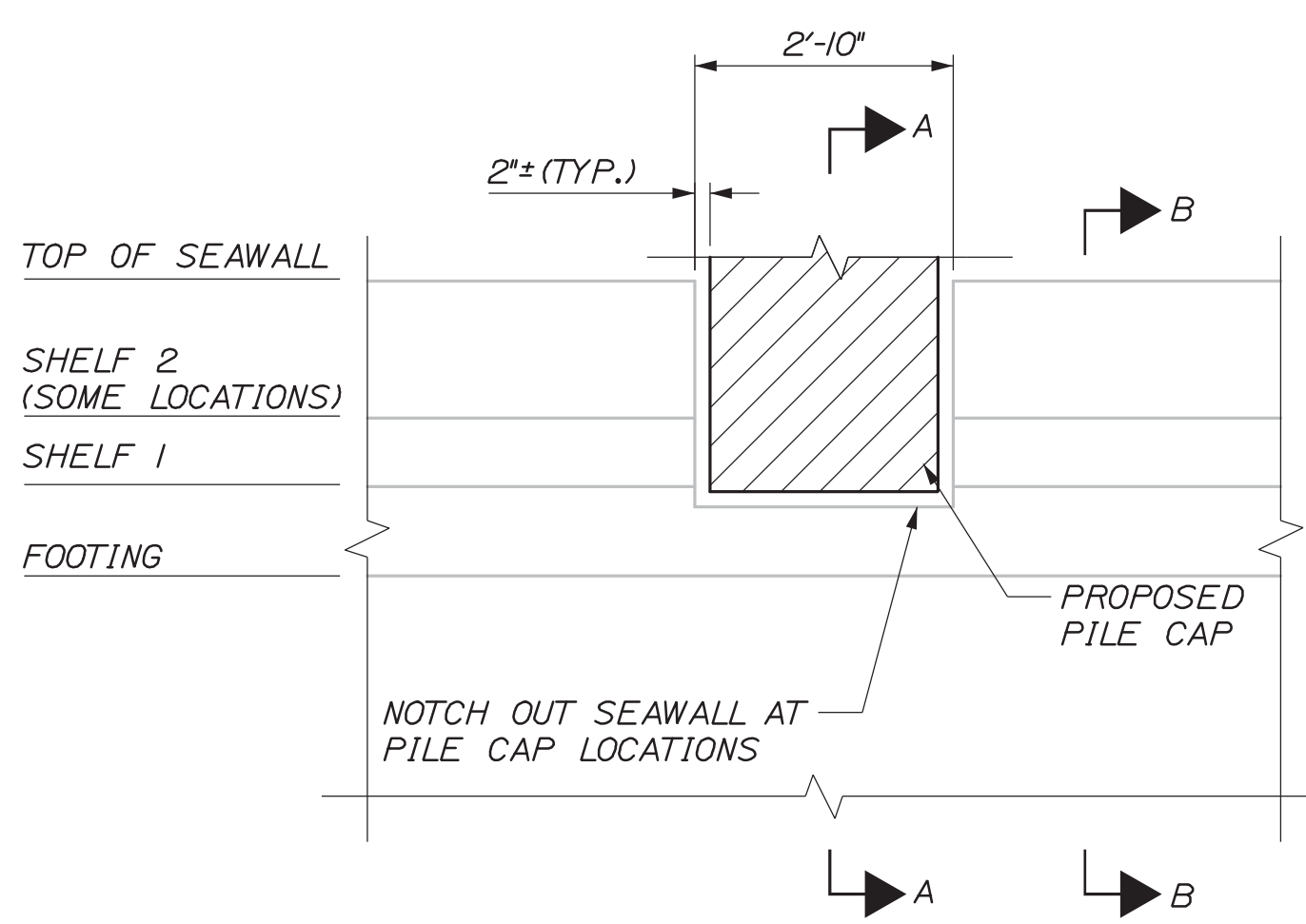
SCALE: 2" = 1'-0"

1. STAINLESS STEEL CHANNEL UNISTRUT #P100ISS, OR APPROVED EQUAL.
2. PLASTIC END CAP (TYPICAL EACH END). UNISTRUT #P2860-10VY, OR APPROVED EQUAL.
3. CORROSION RESISTANT STEEL CONDUIT CLAMP (TYP.) UNISTRUT #PII2IEG, OR APPROVED EQUAL.
4. 3/8" DIAMETER CORROSION RESISTANT STEEL THREADED RODS, UNISTRUT "DEFENDER SERIES", OR APPROVED EQUAL. SUSPENSION LENGTH AT LOCATION WHERE HANGER ASSEMBLY RUNS PARALLEL (BETWEEN) TO PILE CAPS SHALL BE 12". SUSPENSION LENGTH AT LOCATION WHERE HANGER ASSEMBLY RUNS PERPENDICULAR (ACROSS) TO PILE CAPS SHALL BE 36".
5. STAINLESS STEEL THREADED ROD FITTING. ATTACH TO UNDERSIDE OF PIER DECK WITH STAINLESS STEEL ANCHOR BOLTS. DRILL AND GROUT.
6. PVC CLOSURE STRIP (TYPICAL FOR ALL OPEN CHANNEL SECTIONS). UNISTRUT #P3712PBK, OR APPROVED EQUAL.
7. PROVIDE HANGER ASSEMBLY EVERY 5 FEET OF CONDUIT LENGTH.
8. PROVIDE EXPANSION FITTING FOR EACH CONDUIT EVERY 50 FEET OF LENGTH.



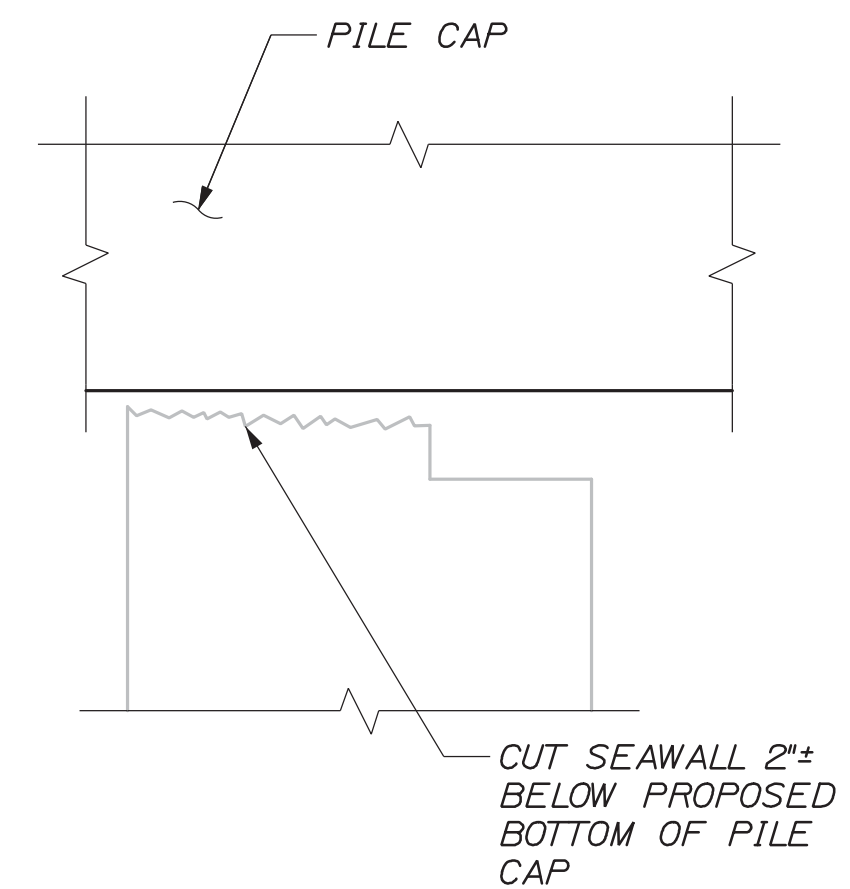
COATING DETAIL

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



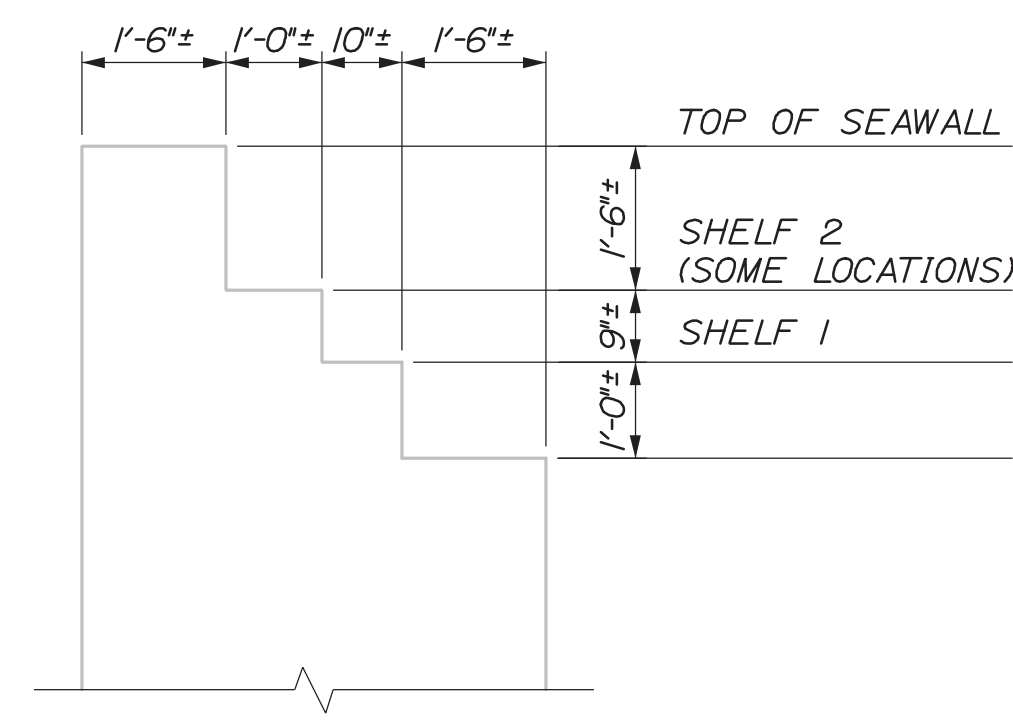
SEAWALL NOTCH SECTION

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



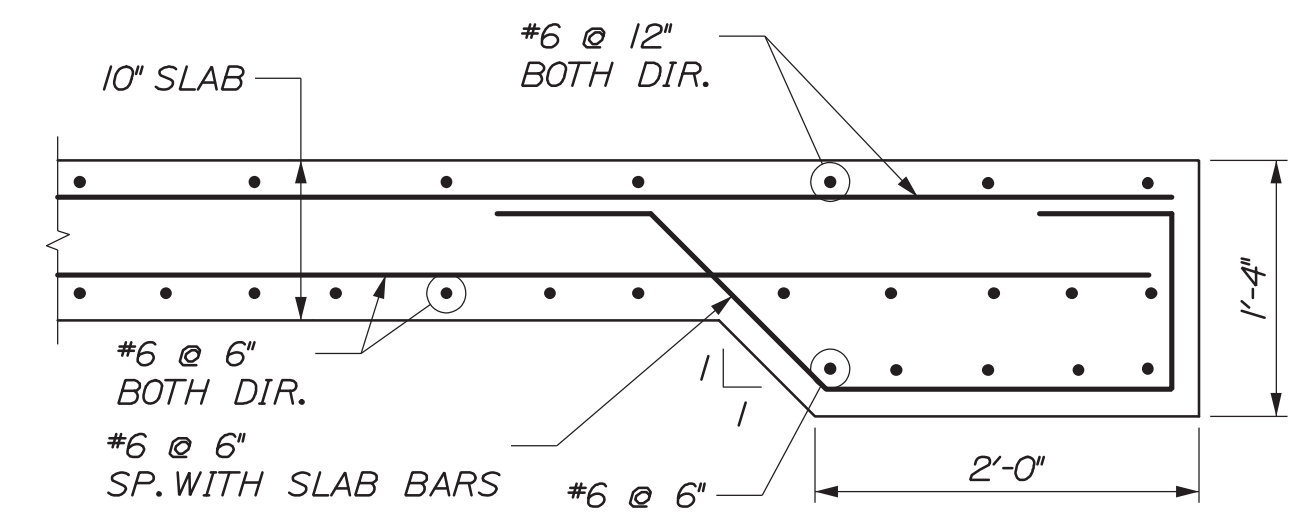
SECTION A-A

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



SECTION B-B

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



STORAGE PAD DETAIL

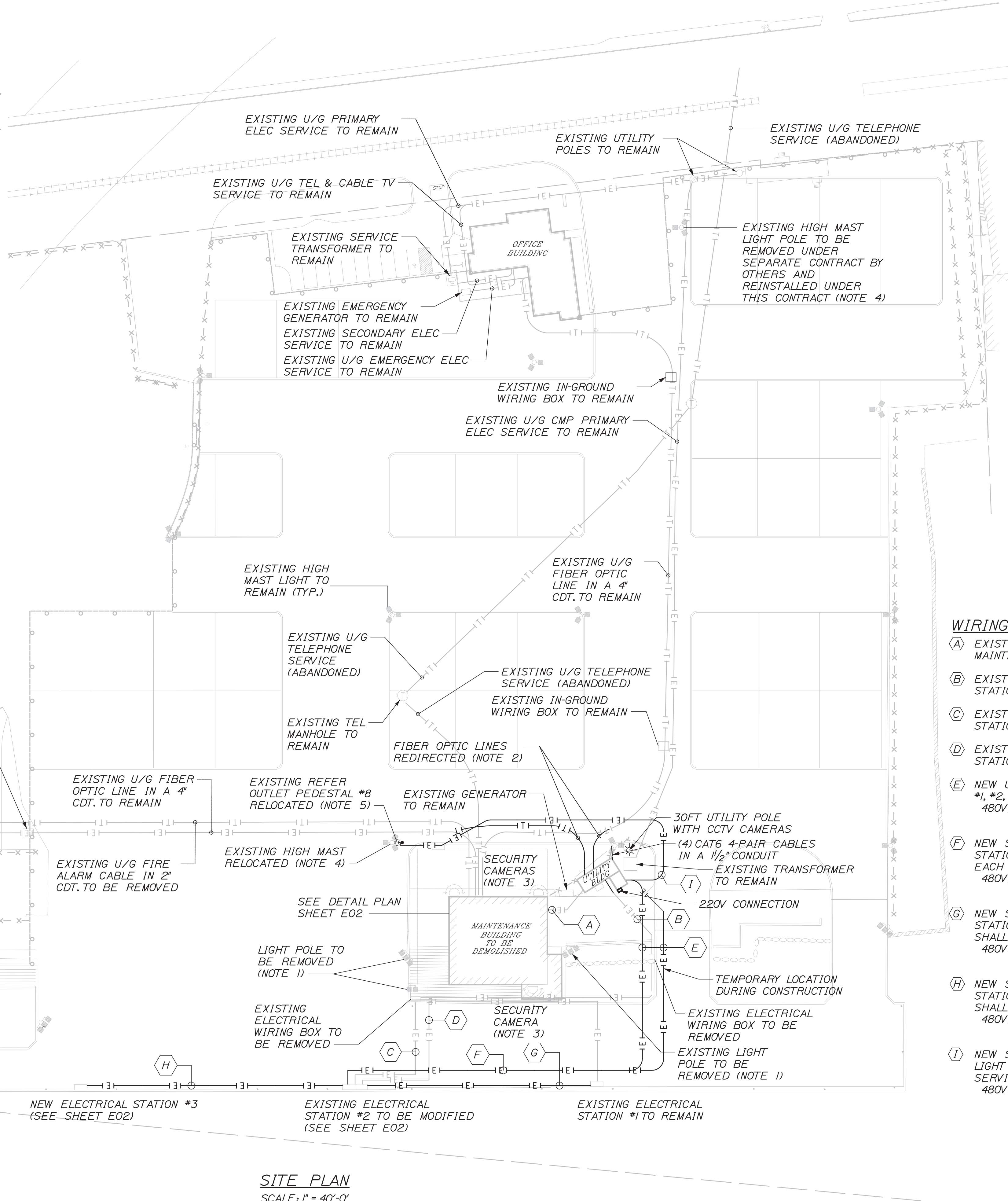
SCALE: 1" = 1'-0"

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP 2194(206)		WIN 021942.06	
PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE	
DESIGN/DETAILED	5/18	P. Bishop	5/18				
CHECKED/REVIEWED		C. Morin					
DESIGN/REVIEWED							
REVISIONS							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							
PORTLAND INTERNATIONAL MARINE TERMINAL				CUMBERLAND COUNTY			
MAINE INTERMODAL PORT PRODUCTIVITY PROJECT				WHARF INFILL & BUILDING REMOVAL			
PORTLAND				MISCELLANEOUS DETAILS			
SHEET NUMBER							
S06							
19 OF 21							



NOTES:

- WHERE INDICATED, EXISTING LIGHTING POLE SHALL BE REMOVED AND DELIVERED TO THE OWNER IN WORKING CONDITION. THE REMOVAL SHALL INCLUDE THE LUMINAIRES, LIGHTING POLES, LIGHTING POLE CONCRETE FOUNDATION BASES, AND ALL ASSOCIATED WIRING.
- AN EXISTING 12-STRAND MULTI-MODE FIBER OPTIC CABLE PRESENTLY EXTENDS UNDERGROUND FROM THE PORT OFFICE BUILDING TO SWITCHING EQUIPMENT LOCATED IN THE EXISTING MAINTENANCE BUILDING. THE EXISTING FIBER OPTIC CABLE IS THEN EXTENDED FROM THE EXISTING MAINTENANCE BUILDING UNDERGROUND TO TERMINATION EQUIPMENT IN THE RUBB BUILDING. UNDER THIS CONTRACT, PRIOR TO DEMOLITION OF THE MAINTENANCE BUILDING, DISCONNECT THE FIBER OPTIC CABLES AT THE MAINTENANCE BUILDING AND REDIRECT THEM UNDERGROUND TO NEW SWITCHING EQUIPMENT TO BE LOCATED IN THE EXISTING UTILITY BUILDING. ROUTE THE REDIRECTED EXISTING FIBER OPTIC CABLES IN NEW 4-INCH CONDUIT AS NECESSARY. NEW SWITCHING EQUIPMENT AND FIBER OPTIC CABLE TERMINATIONS WILL BE PROVIDED UNDER SEPARATE CONTRACT BY OTHERS.
- WHERE INDICATED, RELOCATE EXISTING SECURITY SURVEILLANCE CAMERAS TO LOCATIONS AS DIRECTED BY THE OWNER. PROVIDE 4PR CAT6 CABLE FROM EACH CAMERA TO A NEW 48-PORT WIRING PATCH PANEL TO BE LOCATED INSIDE THE EXISTING UTILITY BUILDING TO WHICH THE CAMERA IS MOUNTED. PROVIDE SIX FEET OF SLACK CABLE AT EACH END FOR TERMINATION BY OTHERS.
- WHERE INDICATED, AN EXISTING HIGH MAST LIGHT POLE, AND THE EXISTING CONCRETE FOUNDATION BASE, WILL BE REMOVED UNDER A SEPARATE CONTRACT WITH THE OWNER AND WILL BE STORED ON SITE. UNDER THIS CONTRACT, PROVIDE THE REINSTALLATION OF THE HIGH MAST LIGHTING POLE WITH ITS FOUNDATION BASE AT THE LOCATION INDICATED ON THE PLAN. PROVIDE 4 * 6 CONDUCTORS IN A 1-1/2" UNDERGROUND CONDUIT TO THE EXISTING SITE LIGHTING PANEL LOCATED IN THE EXISTING UTILITY BUILDING. CIRCUIT THE TWO METAL HALIDE LUMINAIRES TO CIRCUIT * 9, II. CIRCUIT THE SINGLE HIGH PRESSURE SODIUM LUMINAIRE TO CIRCUIT * 10, I, 2.
- WHERE INDICATED, AN EXISTING REFER OUTLET PEDESTAL STATION WILL BE REMOVED UNDER A SEPARATE CONTRACT WITH THE OWNER AND WILL BE STORED ON SITE. UNDER THIS CONTRACT, PROVIDE THE REINSTALLATION OF THE REFER OUTLET PEDESTAL STATION WITH A NEW FOUNDATION BASE AT THE LOCATION INDICATED ON THE PLAN.
- WHERE INDICATED, PROVIDE A STAINLESS STEEL TRAPEZE HANGER SYSTEM FOR CONDUITS TO BE INSTALLED BELOW THE PIER. HANGER SYSTEM SHALL CONSIST OF STAINLESS STEEL CHANNEL WITH STAINLESS STEEL HANGER RODS AND STAINLESS STEEL FITTINGS.
- CONNECT THE NEW ELECTRICAL SERVICE FOR THE RELOCATED REEFER OUTLET PEDESTAL #8 TO THE EXISTING 250A/3P CIRCUIT BREAKER IN EXISTING PANEL MDP-2 IN THE UTILITY BUILDING.



WIRING NOTES:

- (A) EXISTING UNDERGROUND SECONDARY SERVICE TO MAINTENANCE BUILDING TO BE REMOVED.
- (B) EXISTING SECONDARY ELECTRICAL SERVICES TO ELECTRICAL STATIONS #1 AND #2 TO BE REMOVED.
- (C) EXISTING SECONDARY ELECTRICAL SERVICE TO ELECTRICAL STATION #2 TO BE REMOVED.
- (D) EXISTING SECONDARY ELECTRICAL SERVICE TO ELECTRICAL STATION #1 TO BE REMOVED.
- (E) NEW UNDERGROUND SERVICES FOR ELECTRICAL STATIONS #1, #2, AND #3. EACH SERVICE SHALL BE:
 480V, 3PH 3-500MCM, #1/0 CU GND, ALL IN A 4" CDT.
- (F) NEW SECONDARY ELECTRICAL SERVICES FOR ELECTRICAL STATIONS #1, #2, AND #3 INSTALLED UNDER PIER (NOTE 6). EACH SERVICE SHALL BE:
 480V, 3PH 3-500MCM CU, #1/0 CU GND, ALL IN A 4" CDT.
- (G) NEW SECONDARY ELECTRICAL SERVICE FOR ELECTRICAL STATION #1 INSTALLED UNDER PIER (NOTE 6). SERVICE SHALL BE:
 480V, 3PH 3-500MCM CU, #1/0 CU GND, ALL IN A 4" CDT.
- (H) NEW SECONDARY ELECTRICAL SERVICE FOR ELECTRICAL STATION #3 INSTALLED UNDER PIER (NOTE 6). SERVICE SHALL BE:
 480V, 3PH, 3-500MCM CU, #1/0 CU GND, ALL IN A 4" CDT.
- (I) NEW SECONDARY ELECTRICAL SERVICE FOR HIGH MAST LIGHT AND REEFER OUTLET PEDESTAL #8 (NOTE 7). SERVICE SHALL BE:
 480V, 3PH, 3-250MCM CU, #2 CU GND, ALL IN A 4" CDT.

SITE PLAN
 SCALE: 1" = 40'-0"

Date: 5/18/2018

Username:

Division:

Filename: 020_Electrical Plan (E01).dgn

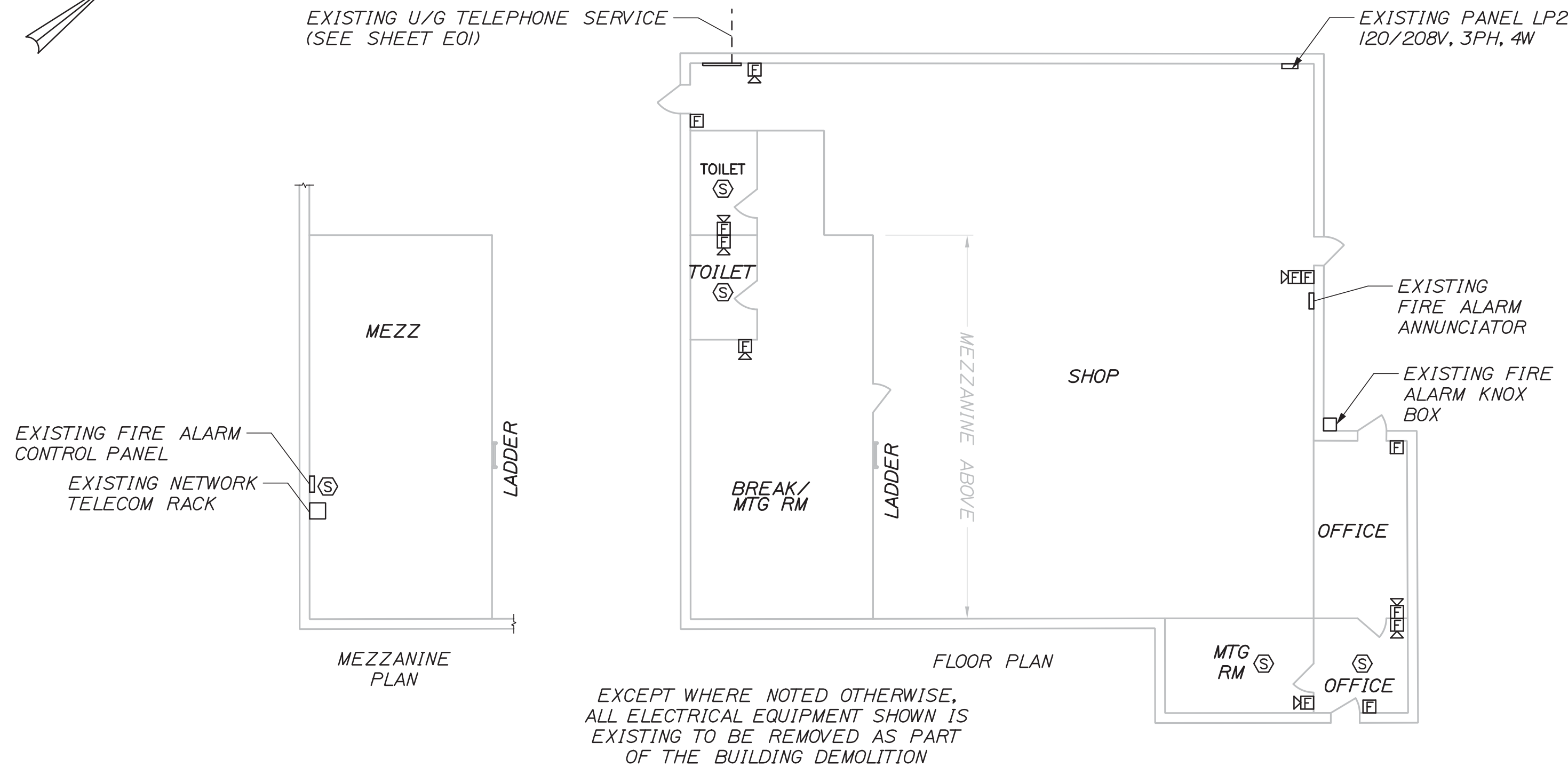
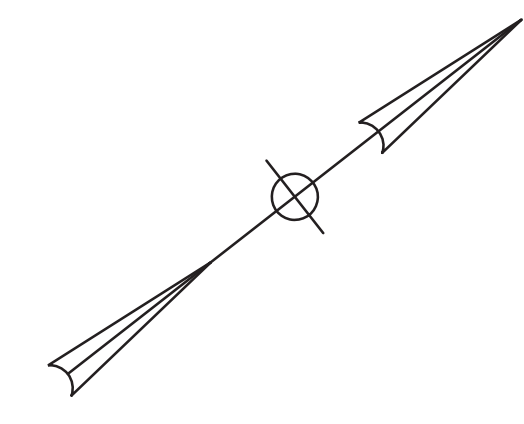
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP 2194(206)
 WIN
 021942.06

Professional Engineer Seal for Lawrence E. Bartlett, License No. 7928, State of Maine.

DATE	BY	PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS	DATE
5/18	JLC	L. Bartlett	L. Bartlett	L. Bartlett		1	
5/18	L. Bartlett					2	
						3	
						4	

PORTLAND INTERNATIONAL MARINE TERMINAL
 MAINE INTERMODAL PORT PRODUCTIVITY PROJECT
 WHARF INFILL & BUILDING REMOVAL
 CUMBERLAND COUNTY
 PORTLAND
ELECTRICAL SITE PLAN

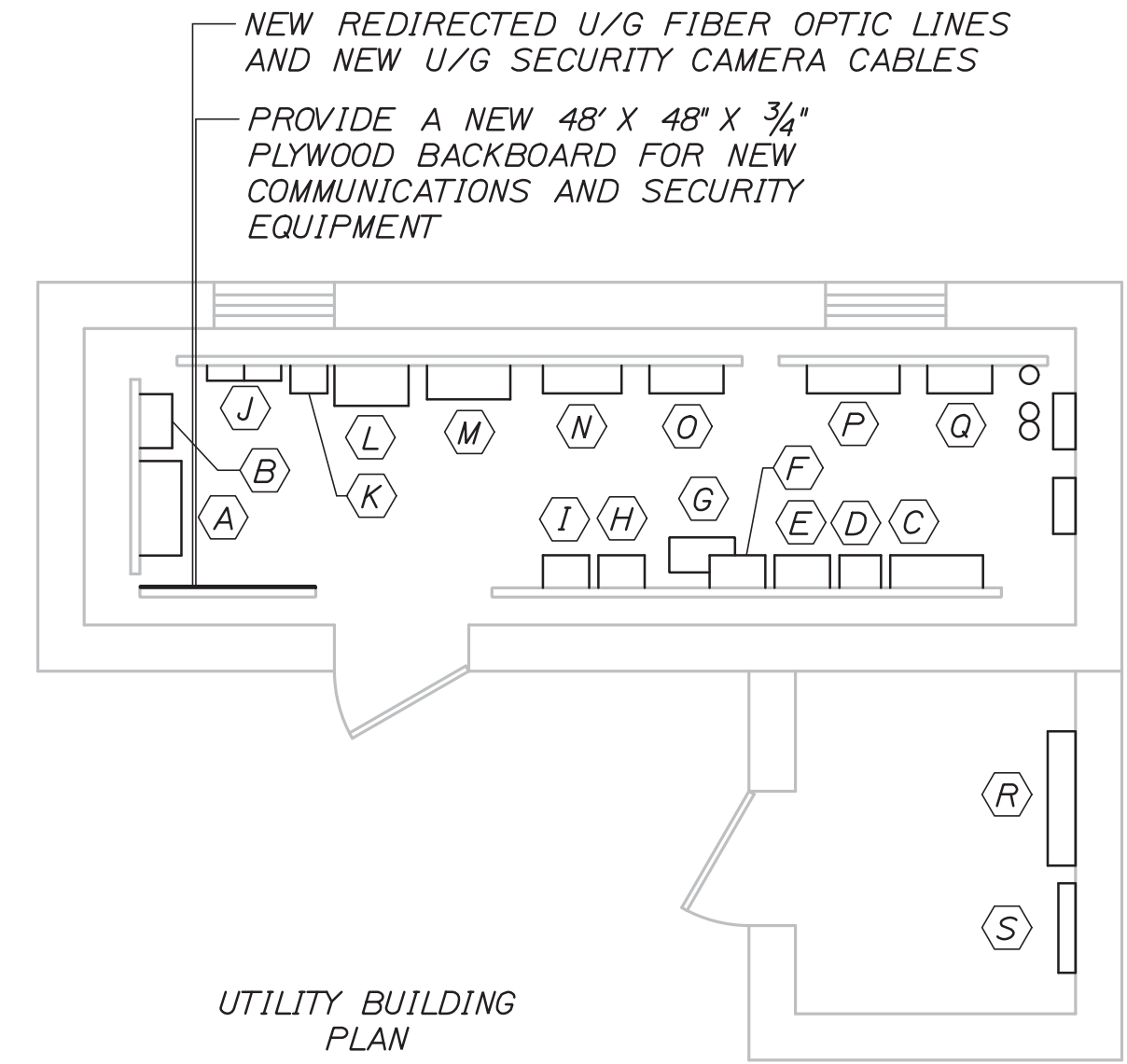
SHEET NUMBER
E01
 20 OF 21



EXCEPT WHERE NOTED OTHERWISE,
 ALL ELECTRICAL EQUIPMENT SHOWN IS
 EXISTING TO BE REMOVED AS PART
 OF THE BUILDING DEMOLITION

- (A) TRANSFER SWITCH
- (B) PANEL SPP-1
277/480V, 3PH, 4W, 225A
- (C) SERVICE BOX
- (D) SERVICE METER, PANEL PPI
- (E) SERVICE METER, TRUCK HEATER
- (F) 200A FUSED SWITCH
TRUCK HEATER
- (G) TRANSFORMER
- (H) SERVICE METER, PANEL SPP-1
- (I) 200A FUSED SWITCH
PANEL SPP-1
- (J) LIGHTING CONTACTORS 1 & 2
- (K) 200A FUSED SWITCH
- (L) 50KVA TRANSFORMER
- (M) PANEL PP2
277/480V, 3PH, 4W, 1200A
- (N) CT CABINET
- (O) SERVICE METER
- (P) PANEL PPI
277/480V, 3PH, 4W, 400A
- (Q) PANEL SPP-2
277/480V, 3PH, 4W
- (R) PANEL MDP-1
277/480V, 3PH, 4W
- (S) PANEL MDP-2
277/480V, 3PH, 4W

EXCEPT WHERE NOTED OTHERWISE,
 ALL ELECTRICAL EQUIPMENT SHOWN IS
 EXISTING TO REMAIN

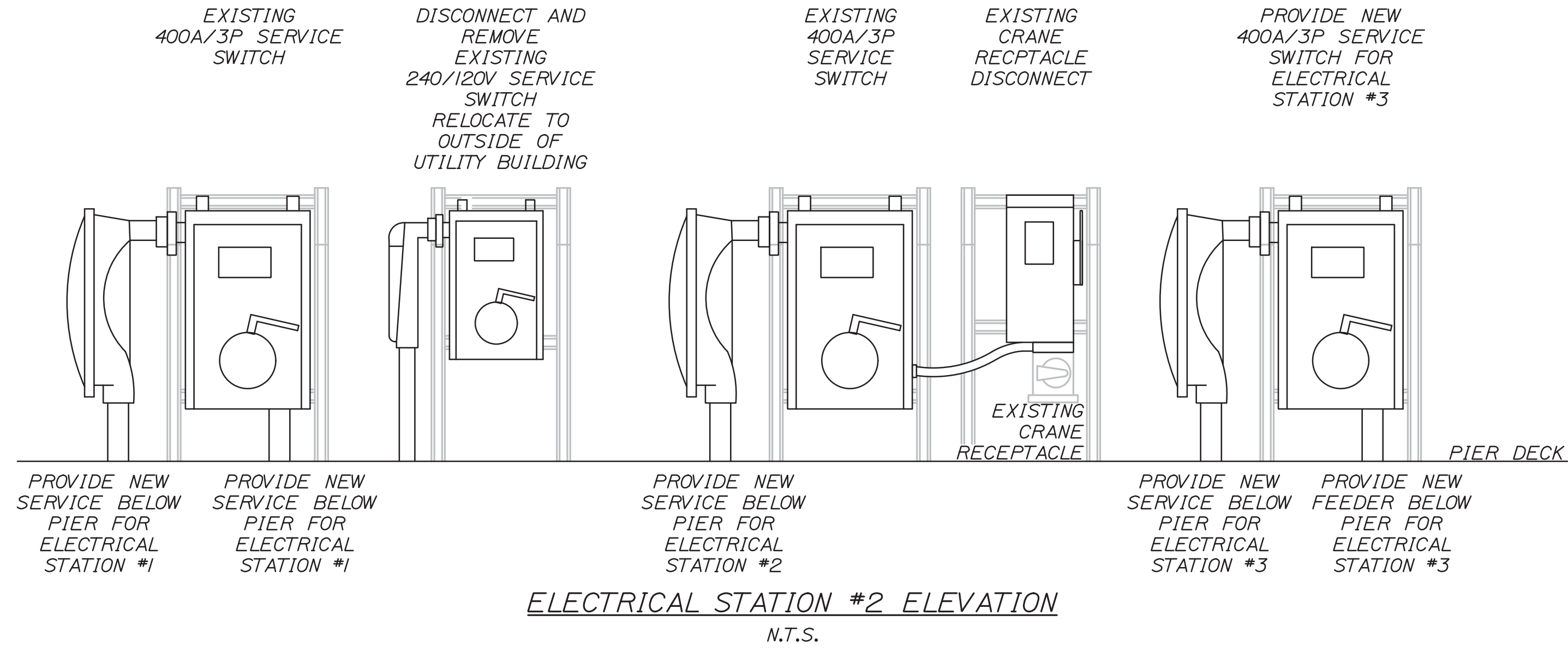


NOTES:

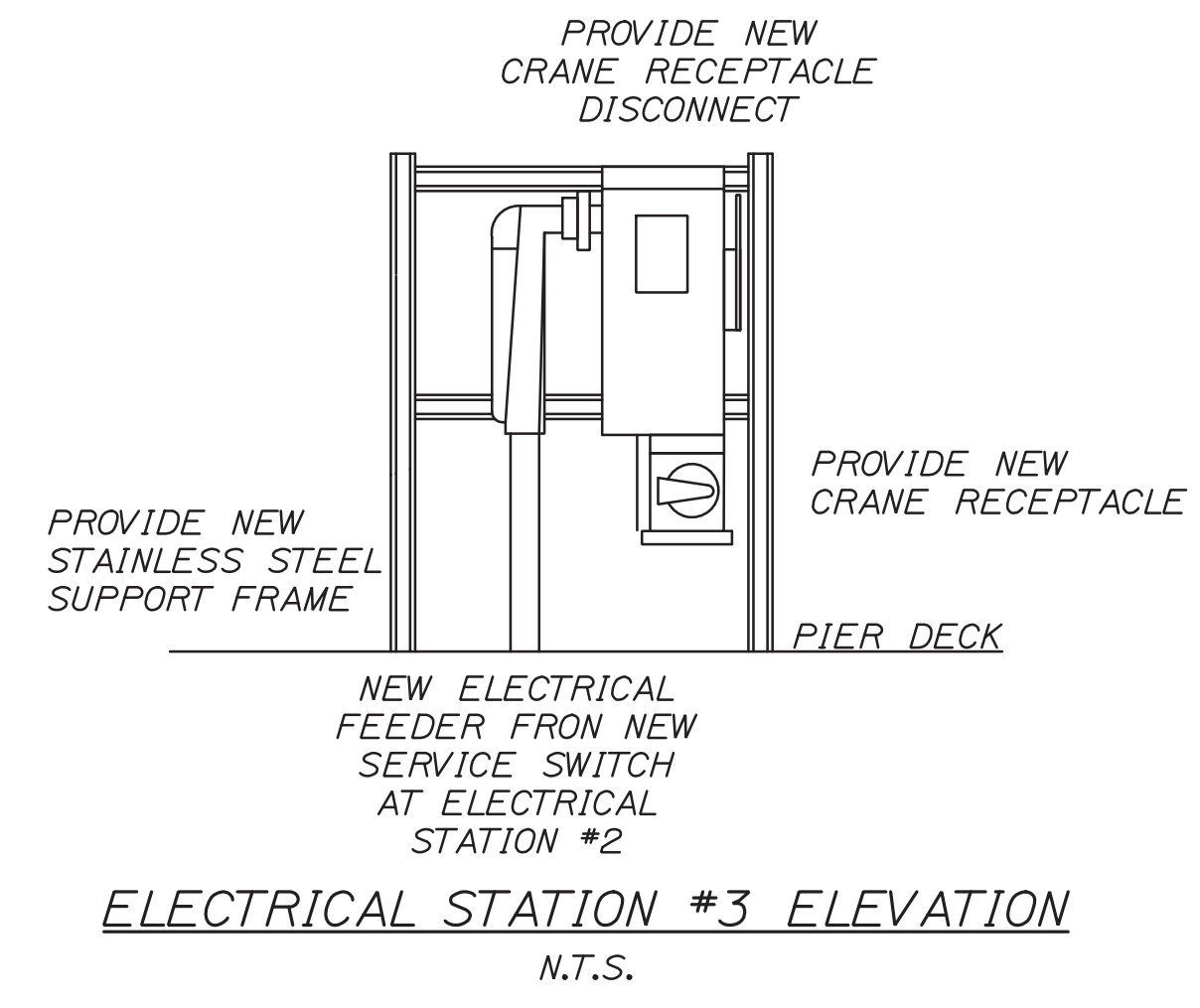
1. RE-ROUTE THE EXISTING 120/240V SECONDARY WIRING FROM TRANSFORMER "L" THAT PRESENTLY SERVES AS A SWITCH AT THE PIER TO THE RELOCATED SWITCH IMMEDIATELY OUTSIDE THE UTILITY BUILDING.
2. DISCONNECT AND REMOVE THE FOUR EXISTING 25A/3P CIRCUIT BREAKERS IN EXISTING PANEL PP-2 (ITEM M). REPLACE BREAKERS WITH A NEW 400A/3P CIRCUIT BREAKER TO SERVE THE NEW ELECTRICAL FEEDER FOR THE NEW ELECTRICAL STATION #3 ON THE PIER. THE NEW CIRCUIT BREAKER SHALL BE LISTED BY SIEMENS AS BEING COMPATIBLE WITH THE EXISTING PANEL AND SHALL HAVE AN EQUAL, OR HIGHER, SHORT CIRCUIT RATING.
3. DISCONNECT AND REMOVE THE EXISTING ELECTRICAL FEEDER FROM THE 250A/3P CIRCUIT BREAKER SERVING REEFER OUTLET PEDESTAL #8 IN EXISTING PANEL MDP-2 (ITEM S). CONNECT THE NEW ELECTRICAL FEEDER SERVING THE RELOCATED REEFER OUTLET PEDESTAL #8.

EXISTING MAINTENANCE BUILDING ELECTRICAL REMOVAL PLAN
 SCALE: 3/32" = 1'-0"

EXISTING UTILITY BUILDING PLAN
 SCALE: 1/4" = 1'-0"



ELECTRICAL STATION #2 ELEVATION
 N.T.S.



ELECTRICAL STATION #3 ELEVATION
 N.T.S.

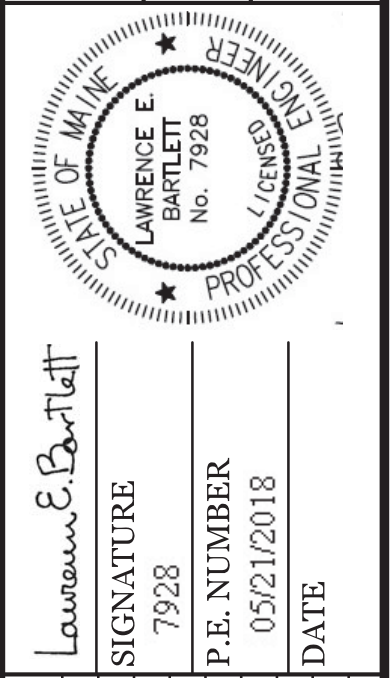
Date: 5/18/2018

Username:

Division:

Filename: 021_ElectricalPlan (E02).dgn

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP 2194(206)
 WIN
 021942.06



PROJ. MANAGER	DATE
DESIGN-DETAILED	5/18
CHECKED-REVIEWED	5/18
DESIGN-DETAILED	
DESIGN-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

PORTLAND INTERNATIONAL MARINE TERMINAL
 MAINE INTERMODAL PORT PRODUCTIVITY PROJECT
 WHARF INFILL & BUILDING REMOVAL
 CUMBERLAND COUNTY
 PORTLAND
ELECTRICAL DETAILS

SHEET NUMBER
E02
 21 OF 21