

1. Legal Ad

Documents: [4-6-16 LEGAL AD.PDF](#)

2. Agenda

Documents: [4-6-16 AGENDA.PDF](#)

3. 6 City Center

Documents: [HP MEMO - 6 CITY CENTER.PDF](#)

4. 63 Federal Street

Documents: [HP MEMO - 63 FEDERAL STREET.PDF](#)

5. 1 India Street

Documents: [HP MEMO - 1 INDIA STREET.PDF](#)

**LEGAL ADVERTISEMENT
HISTORIC PRESERVATION BOARD
CITY OF PORTLAND
Public comments are taken at all meetings.**

On **Wednesday, April 6, 2016** at **5:00** p.m., Room 209, 2nd Floor, City Hall, the Portland Historic Preservation Board will meet in Room 209, City Hall, to review the following items. (Public comments will be taken at this meeting):

1. PUBLIC HEARING

- i. Certificate of Appropriateness for Exterior Alterations and Deck Addition;
6 CITY CENTER (Rear Elevation); Drew Swenson, Applicant.

2. CONSENT ITEMS

- i. Certificate of Appropriateness for Exterior Alterations; 63 Federal Street;
Josh Corbeau, Applicant.
- ii. Certificate of Appropriateness for Exterior Rehabilitation/Restoration;
One India Street; GSB Corporation, Applicant.

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

Scott Benson, Chair
Bruce Wood, Vice Chair
Glenn Harmon
Ted Oldham
Penny Pollard
Julia Sheridan
John Turk

HISTORIC PRESERVATION BOARD AGENDA

April 6, 2016, 5:00 p.m.

Room 209, 2nd Floor, City Hall

Public comment is taken at all meetings

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATIONS AND REPORTS

- i. Certificate of Appropriateness for Rear Deck Addition; 22 Free Street; Tod Dana, Applicant. *The Board voted 5-0 (Harmon and Wood absent) to approve the application subject to conditions.*
- ii. After-the-Fact Review of Amendments to Previously-Approved Plans; 11 Orchard Street; Elise Ansel, Applicant. *The voted voted 5-0 (Harmon and Wood absent) to approve the after-the-fact amendments subject to conditions.*

3. PUBLIC HEARING

- i. Certificate of Appropriateness for Exterior Alterations and Deck Addition; 6 City Center (Rear Elevation); Drew Swenson, Applicant.

4. CONSENT ITEMS

- i. Certificate of Appropriateness for Exterior Alterations; 63 Federal Street; Josh Corbeau, Applicant.
- ii. Certificate of Appropriateness for Exterior Rehabilitation/Restoration; One India Street; GSB Corporation, Applicant.

Contact the Department of Planning and Urban Development, Planning Division, 874-8726 for further information. To access agenda materials on-line, please visit the following web address on or after the Friday preceding the meeting date: <http://www.portlandmaine.gov/historic.htm>

**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**PUBLIC HEARING
6 CITY CENTER**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: March 31, 2016

RE: April 6, 2016 **Public Hearing**

Application For: Certificate of Appropriateness for Rear Deck and Patio
Construction and Door and Window Alterations

Subject Property: 6 City Center and 98 Cross Street (merged as 6 City Center)

Applicant: Drew Swenson, 6 City Center, LLC

Architect: Michael Charek

Introduction

On behalf of Drew Swenson, owner of 6 City Center and 98 Cross Street, project architect Michael Charek is requesting approval for alterations to the Spring Street and Cross Street faces of this amalgamated property. To more fully utilize the rear spaces of the ground floor (basement level) and first floor, the applicants are proposing to enliven the south and west facades with fenestration, business entrances on Spring Street, and a patio and a deck. At present the first floor level is accessed primarily from the front (City Center, or the extension of Free Street) face on the north, and is underutilized. The basement level, currently accessed from Cross Street by wide stairs near the corner of Spring Street, has in recent years been occupied by Styxx, a nightclub. (The location is also sometimes known as 3 Spring Street.) Board members may remember reviewing a 2014 proposal by the nightclub owner to construct an exterior deck over the stairs with a new fence and railing system – a project that was never carried out.

Both the Cross Street and the Spring Street facades are clearly visible from the south and west; visually, the property relates more to the Spring Street corridor than to the Congress Street Historic District to which it belongs. The project offers an opportunity to revitalize very visible façades that currently read like overlooked rear walls. In addition to a list summarizing the proposed scope of work, floor plans, and elevations, Mr. Charek has supplied photos of existing conditions and renderings from several perspectives, as well as product information

for windows and doors. Staff has added the 1924 photo of 98 Cross Street to more clearly show the historic window details. Because the proposed improvements offer a rational and sensitive response to the current state of the property and the context, staff has elected to forego a preliminary workshop with the Board, and has advertised this review as a public hearing.

Subject Property, Context

The subject property is made up of a contemporary addition to the rear of 6 City Center, and 98 Cross Street, a separate Italianate commercial building that was originally a six-bay, mid-block structure. When the Spring Street arterial project extended Spring Street and cut off Middle Street in the 1970's, the three right-hand bays of 98 Cross were removed and the building became a corner property at the edge of the widened Spring Street. The modern rear addition to 6 City Center (sometimes called 3 Spring Street) was added since the widening, and is stylistically unrelated to either the Second Empire City Center row facing City Center or to the Italianate building at 98 Cross Street to which it is also joined. It is these rear and side elevations and their relationship to Spring Street that are the subject of this review

Not surprisingly, the two parts of the property in question use contrasting design vocabularies, with the scale, geometry, and brick surfaces among the few common elements. At 98 Cross Street the very tall arched window openings spanning the lower two floors are still visible, though they are (mostly) filled with brick. Above, the brick arched courses above the second floor windows and brackets and cornice are largely intact. All of the masonry openings on Cross Street were gently arched, with infill above the large rectangular windows on both levels. The 1924 tax photo reveals that the smaller third floor windows were 6/6, and the very large upper parts of the tall lower windows appear to have been configured as six tall, fixed panes. A blank brick wall now faces Spring Street, except for two egress doors, fire escape stairs, and a mechanical vent.

The Spring Street face of 6 City Center is seamlessly connected to 4 City Center, which is not part of this review. The latter has a ground floor entrance and storefront window, and large windows framed with dark metal on the second and third floors. The 6 City Center section only has two existing third floor windows and an egress door and fire escape. In a small contextual gesture, the top floor window openings in both sections have arched tops. Arched windows were also used to relate the 1980's design for 2 City Center - at the corner of Temple and Spring Streets - to its context.) Larger, rectangular, modern windows face Cross Street, above the lower level entrance to the night club. Patrons enter Styxx from a broad set of shallow stairs descending from Cross Street, with a low concrete wall and metal pipe rail along the Spring Street sidewalk.

Above the three-story subject property, the rear of the upper floors of 6 City Center are visible, as well as two roof-top decks with pergolas. None of these features is being considered as part of this review.

Proposed Scope of Exterior Work

Mr. Charek has provided a summary listing the proposed scope of work. Of note are:

- Dark colored aluminum windows – storefront style – for the contemporary faces on Spring and Cross Streets – continuing the pattern established by existing windows at the rear of 4 City Center (Existing and proposed windows facing Cross Street do not have arched tops.)
- Aluminum double-hung windows to mimic the historic windows on the two walls of 98 Cross Street
- Fixed, six-light aluminum windows facing west at the second level of 98 Cross Street
- For all the windows at 98 Cross Street (both walls,) a profiled aluminum molding to mimic the historic brick mold (visible at the front of 6 City Center)
- For all the windows at 98 Cross Street (both walls,) colored sash, frame and trim to match the existing windows at 6 City Center (see photo 3 on Photo Sheet 2)
- Flat infill for the arched tops of the 98 Cross Street windows, similar to historic and current views.
- New recessed entrances on the ground floor facing Spring Street – one for the lower level, and one leading to stairs up to the first floor
- Galvanized steel supports for the stairs and deck support
- Wood (pressure treated) deck framing and composite decking proposed, but construction details and edge treatment are unclear at this time
- Black painted (or powder coated) railings on stairs, deck, and lower guard rail overlooking patio, along sidewalks

Staff Comments

Staff believes the proposed new fenestration, deck, patio, and entrances will add visual interest, activity, and vitality to a visible but neglected corner. The two parts of the property are allowed to utilize their own vocabulary, expressing their respective origins and distinct responses to context. Though the plans grow out of a varied set of “givens” the resulting relationships – both internally and externally to the context - do not feel forced. In terms of details, there are some features the Board may wish to discuss, or ask for more information concerning:

- Deck construction details, including relationship of wood framing to steel support, section details, height, edge treatment, decking choice
- Galvanized steel support for exterior stairs and deck support, while railings are all black
- The proposed color of the windows and metal panning for the 98 Cross Street windows is the reddish brown of the existing historic windows on the front of 6 City Center – a gesture suggesting unity with the principle historic address, but differentiation from the other facades at the more contemporary 3 Spring Street (6 City Center rear addition.)
- Location and fixture details for proposed exterior lighting have not yet been specified
- Dark bronze is the proposed color for the aluminum storefront-type windows at 3 Spring Street (rear of 6 City Center) – because this is the color of the existing windows at the rear of 4 City Center (neighboring property)
- The new window openings that are proposed to be cut at 98 Cross Street are to have metal panning at the sills, while the existing three openings on the top level retain their stone sills. Will all the sills be covered in metal?

- No mention has yet been made of a master sign plan
- The existing third floor windows on the Spring Street face of 4 City Center have slightly arched brick openings and glass, while the existing and proposed windows for the Spring Street face of 6 City Center have arched openings, rectangular windows, and small arched infill panels. Around the corner, the windows facing Cross Street are all rectangular without arched masonry openings. These slight difference may not present a major variations – except to acknowledge the buildings' varied pasts.

Applicable Review Standards

The following ordinance review standards apply in the review of this project:

- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*
- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (4) *Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the April 6, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed alterations and deck addition at 6 City Center **meet (fail to meet)** the historic preservation ordinance review standards, specifically Standards....., (subject to the following conditions.....)

Attachments:

1. Architect's summary of scope of work
2. Architect's aerial photo of site, and photos of existing conditions
3. Architect's renderings of proposed alterations
4. Existing and proposed floor plans – ground floor and first floor
5. Elevations
6. 1924 tax photo – 98 Cross Street
7. Product information – historic windows, storefront windows, doors, aluminum cladding

Michael Charek Architects

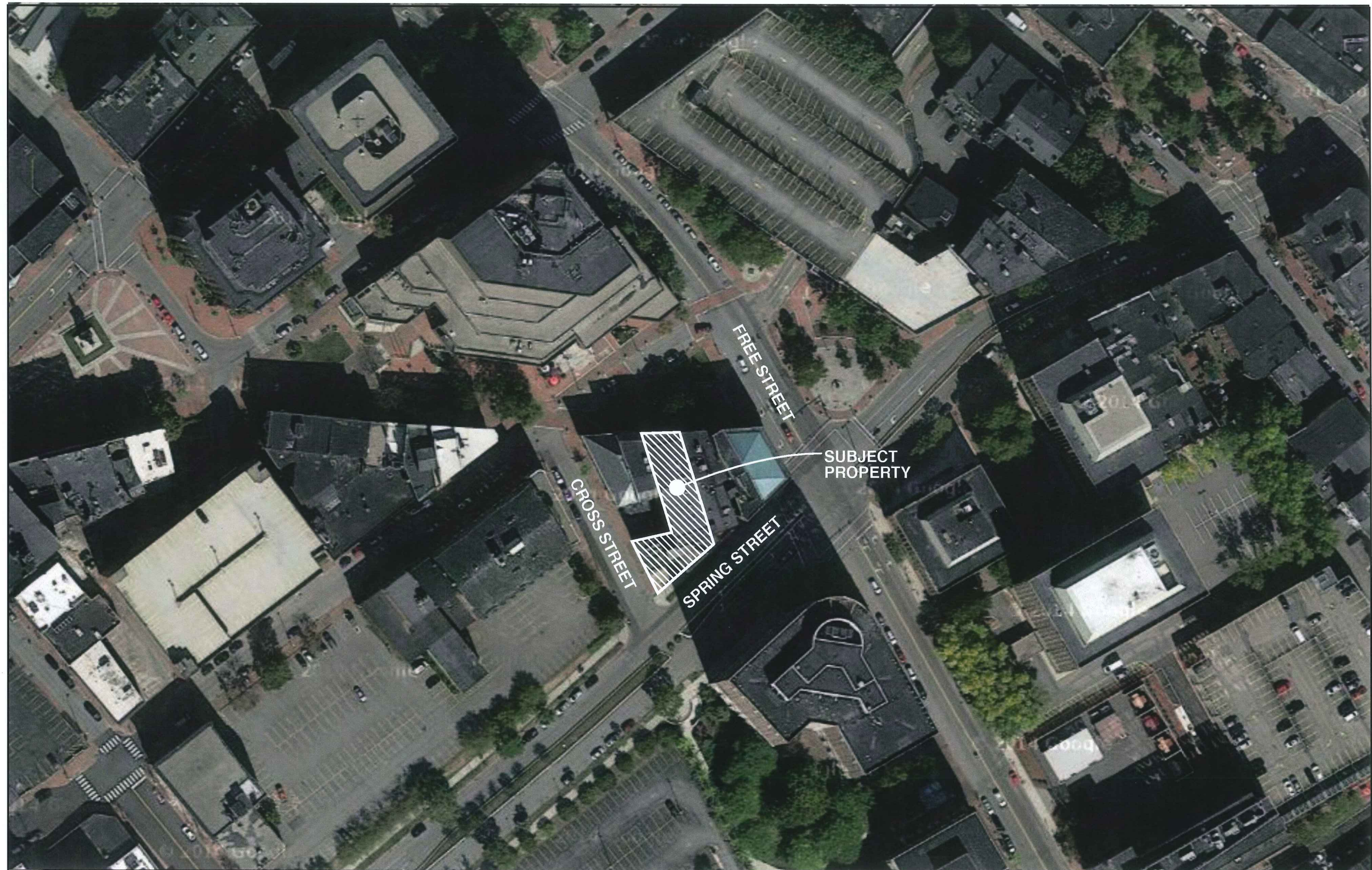
Historic Preservation Application
6 City Center, Portland, ME 04101
Project Description

The owner of this property plans to renovate portions of the ground floor and first floor to provide better access and visibility to those spaces, for current and future tenants.

The proposed work is as follows:

1. Excavate terrace at corner of Cross and Spring Streets and repave patio at level of ground floor with brick pavers.
2. Rebuild retaining wall surrounding new patio with poured in place concrete, with black powder-coated steel guard rail.
3. Provide new elevated deck over portion of patio. Structure: steel and wood, painted. Guardrail: black powder-coated or painted steel.
4. Provide new steel exterior stair leading from deck to grade. Guardrail: black powder-coated or painted steel.
5. Open existing window openings on Cross Street elevation and provide new windows to match those shown in historic photo. Details to match those of existing windows on Free Street elevation.
6. Cut new window openings in wall overlooking new patio and deck, and provide new windows to match those shown in historic photo. Details to match those of existing windows on Free Street elevation.
7. Remove existing and provide new aluminum frame storefront windows on elevation facing Cross Street and new patio. Details to match existing storefront windows set in Spring Street elevation of 4 City Center.
8. Cut new window openings on 3 levels in elevation facing Spring Street. Provide new aluminum frame storefront windows. Details and proportions to match existing storefront windows set in Spring Street elevation of 4 City Center.
9. At ground level, cut two new recessed entrances as shown on plan and model view. Wall surface inside recessed entrance to be brick of a color to contrast with the exterior brick.
10. New masonry work to match existing in size, texture, and color of brick and mortar.

Att. 2



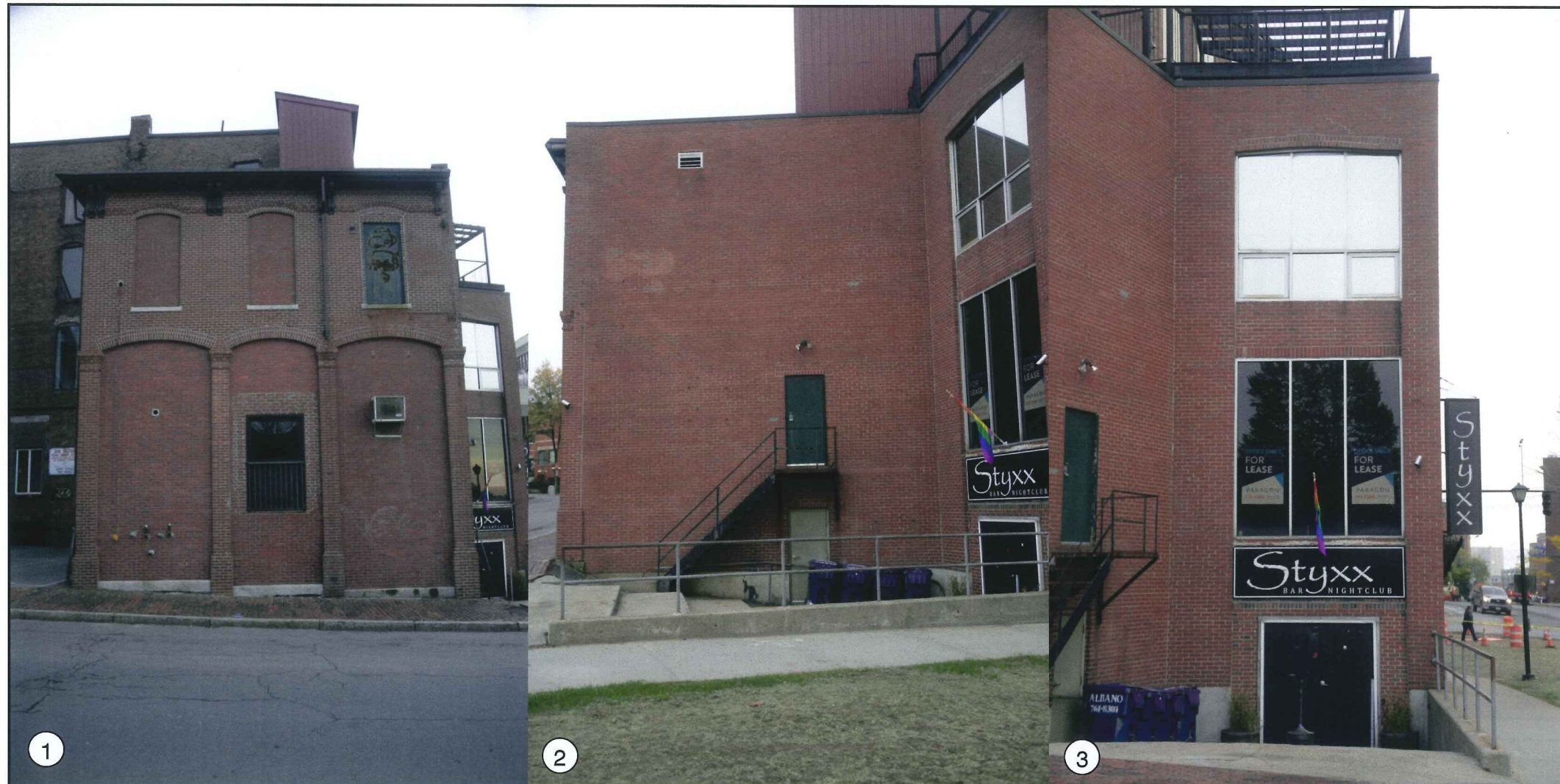
MICHAEL CHAREK ARCHITECTS
PORTLAND, MAINE

MEASURED FLOOR PLANS
6 CITY CENTER
PORTLAND, ME 04101

SITE PHOTO

BY	CKD	SCALE	DATE
JOB NO.		1/8" = 1'-0"	3/30/16
DWG.		1 OF 11	

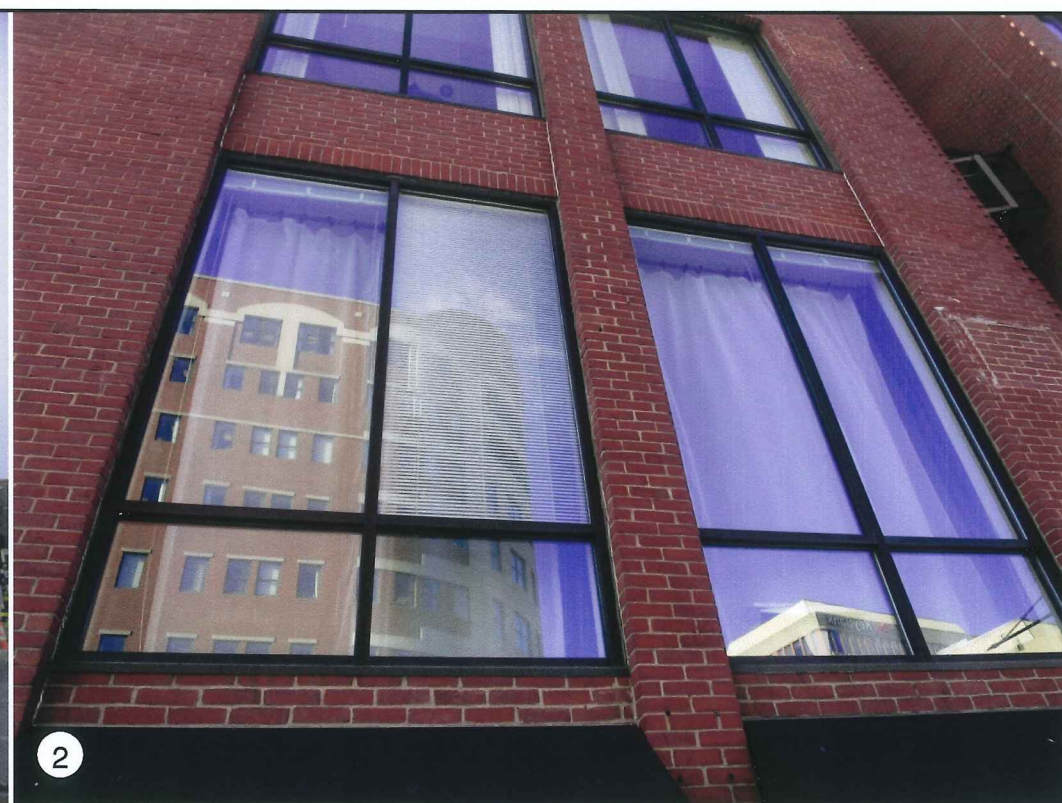
Att. B



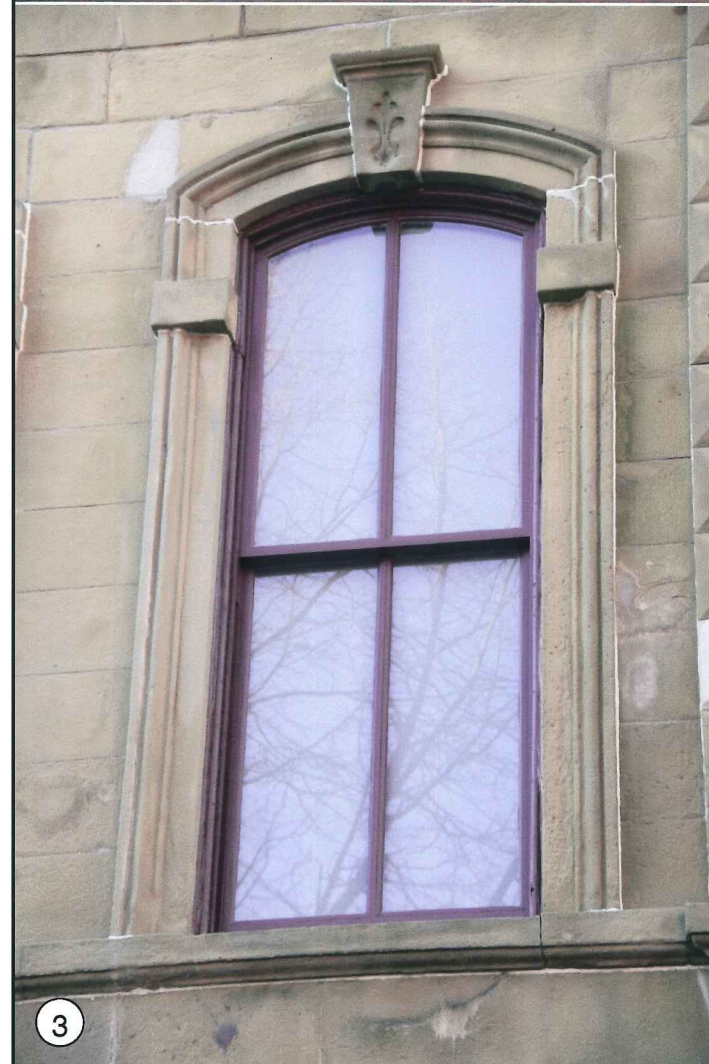
MICHAEL CHAREK ARCHITECTS PORTLAND, MAINE			
BUILDING RENOVATIONS 6 CITY CENTER PORTLAND, ME 04101			
PHOTO SHEET 1			
BY	CKD	SCALE	DATE
JOB NO.		NO SCALE	3/30/16
		DWG.	2 OF 11



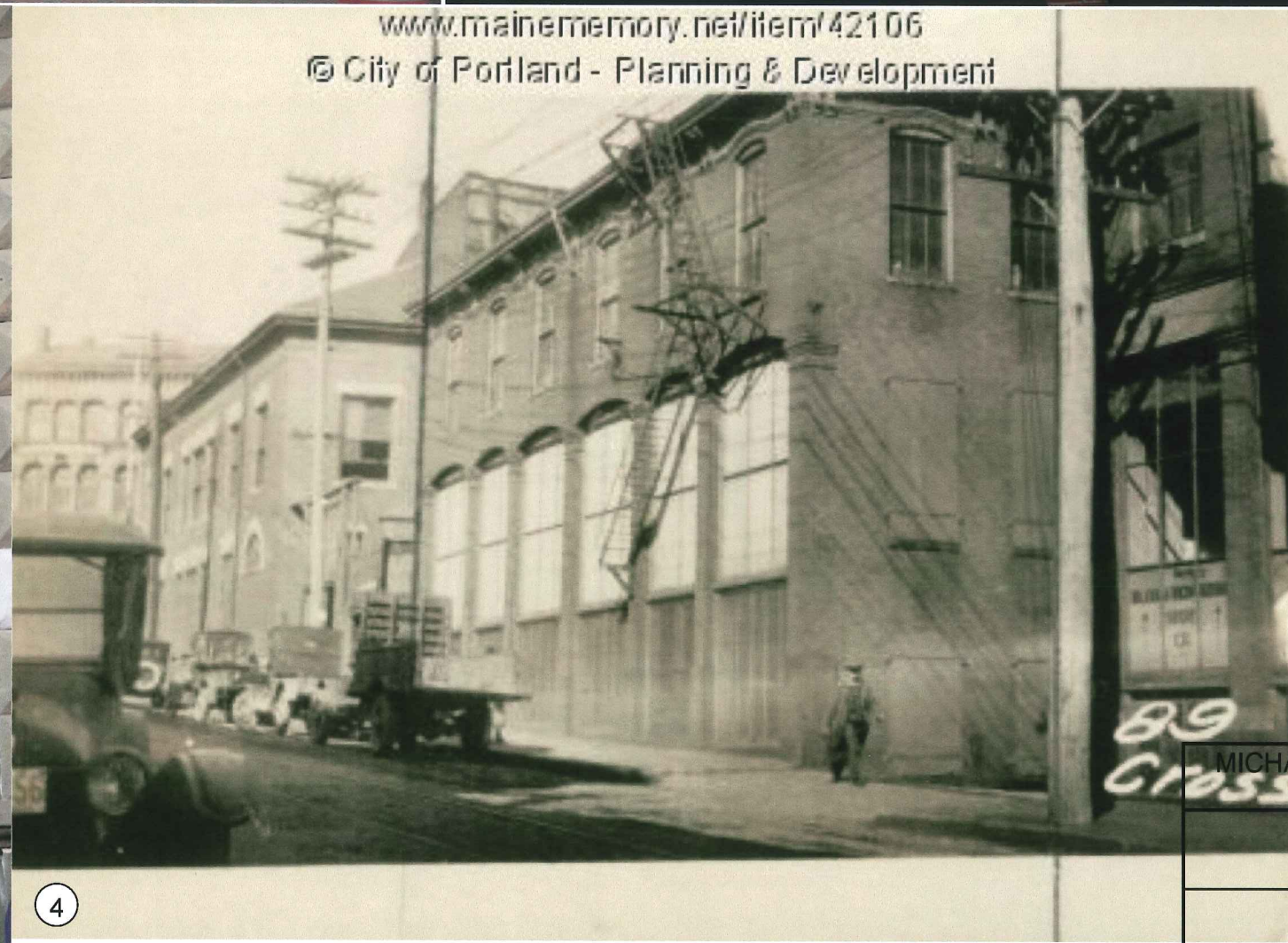
1



2



3



4

MICHAEL CHAREK ARCHITECTS
PORTLAND, MAINE

BUILDING RENOVATIONS
6 CITY CENTER
PORTLAND, ME 04101

PHOTO SHEET 2

BY	CKD	SCALE	NO SCALE	DATE	3/30/16
JOB NO.			DWG.	3 OF 11	



MICHAEL CHAREK ARCHITECTS
PORTLAND, MAINE

BUILDING RENOVATIONS
6 CITY CENTER
PORTLAND, ME 04101

MODEL VIEW 1

BY	CKD	SCALE	NO SCALE	DATE	3/30/16
JOB NO.			DWG.	4 OF 11	



MICHAEL CHAREK ARCHITECTS
PORTLAND, MAINE

BUILDING RENOVATIONS
6 CITY CENTER
PORTLAND, ME 04101

MODEL VIEW 2

BY	CKD	SCALE	NO SCALE	DATE	3/30/16
JOB NO.				DWG.	5 OF 11



MICHAEL CHAREK ARCHITECTS
PORTLAND, MAINE

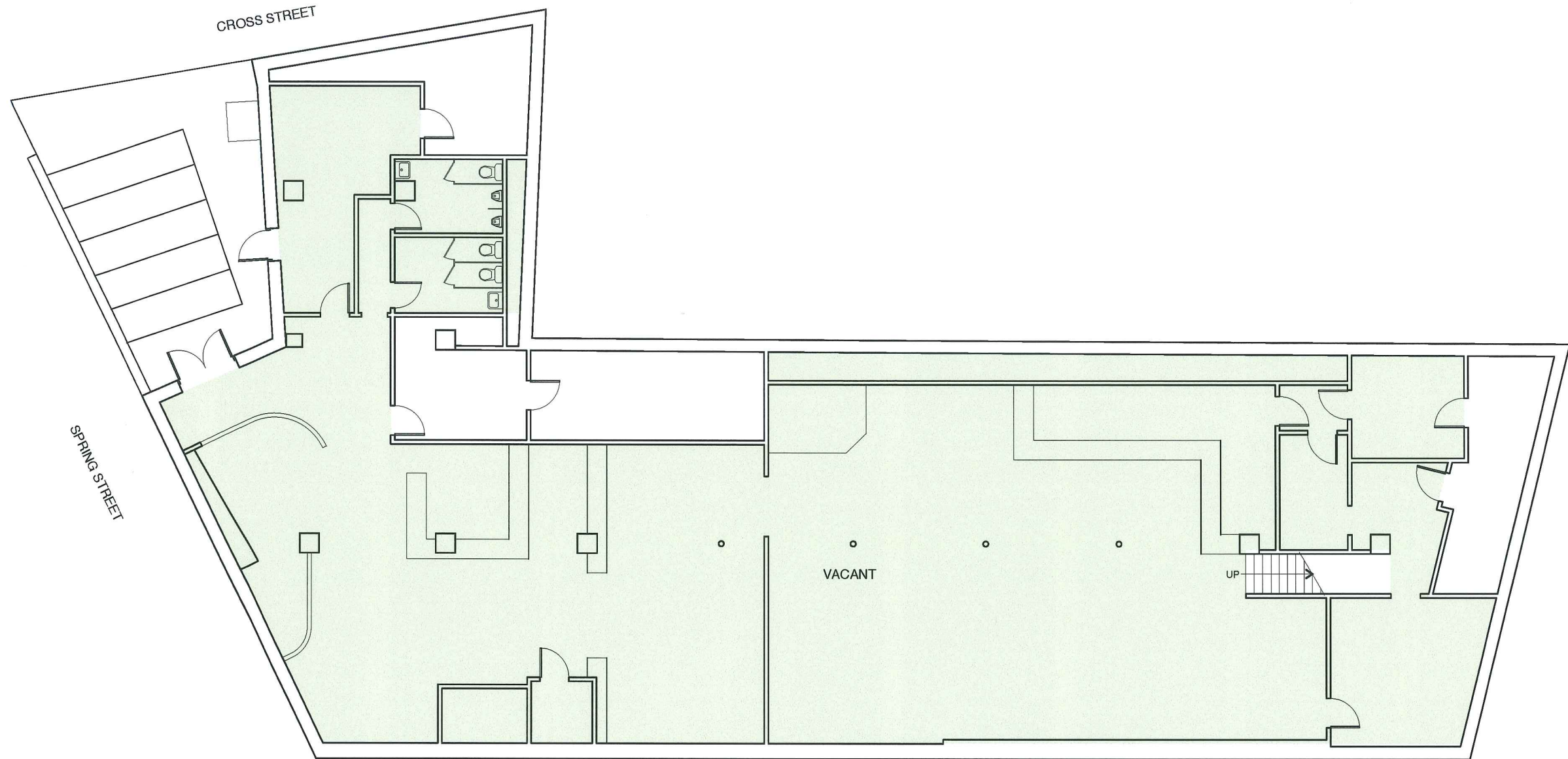
BUILDING RENOVATIONS
6 CITY CENTER
PORTLAND, ME 04101

MODEL VIEW 3

BY	CKD	SCALE	NO SCALE	DATE	3/30/16
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JOB NO.	DWG.	6 OF 11
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Att. 4



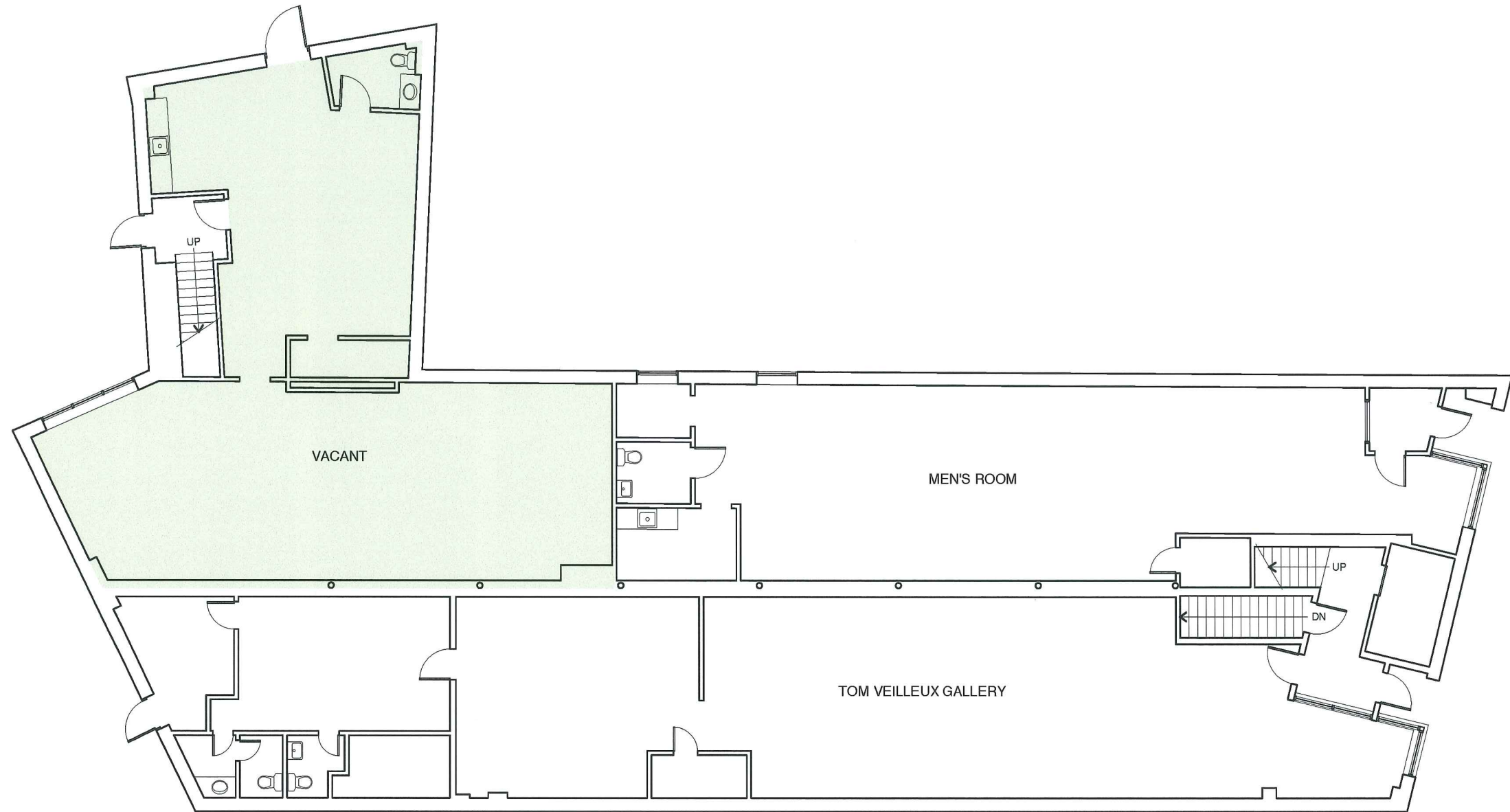
2' 4' 8' 16'
GRAPHIC SCALE: 1/8" = 1'-0"

MICHAEL CHAREK ARCHITECTS
PORTLAND, MAINE

BUILDING RENOVATIONS
6 CITY CENTER
PORTLAND, ME 04101

GROUND FLOOR PLAN EXISTING

BY	CKD	SCALE	DATE
JOB NO.		1/8" = 1'-0"	3/30/16
		DWG.	7 OF 11



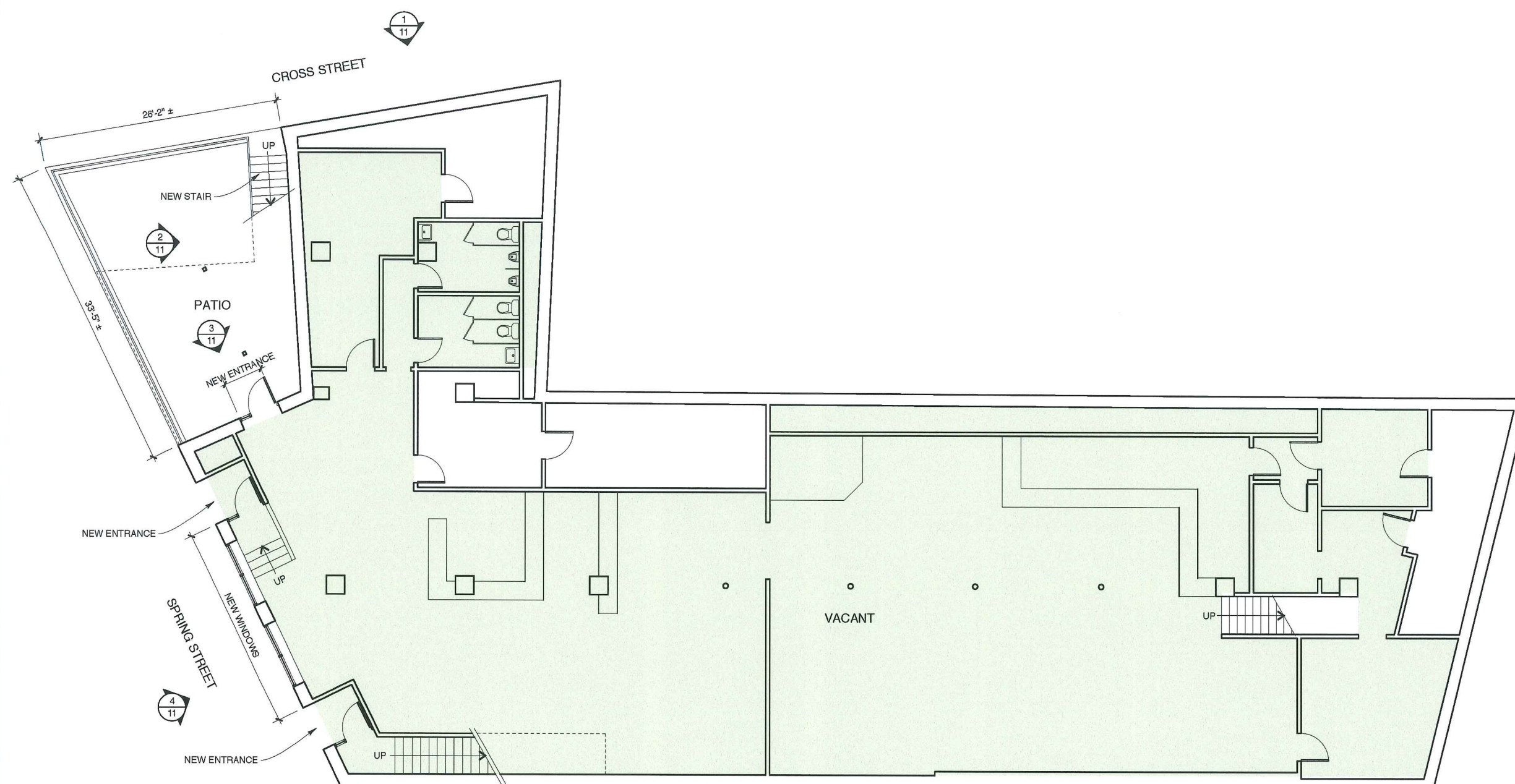
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GRAPHIC SCALE: 1/8" = 1'-0"

MICHAEL CHAREK ARCHITECTS
PORTLAND, MAINE

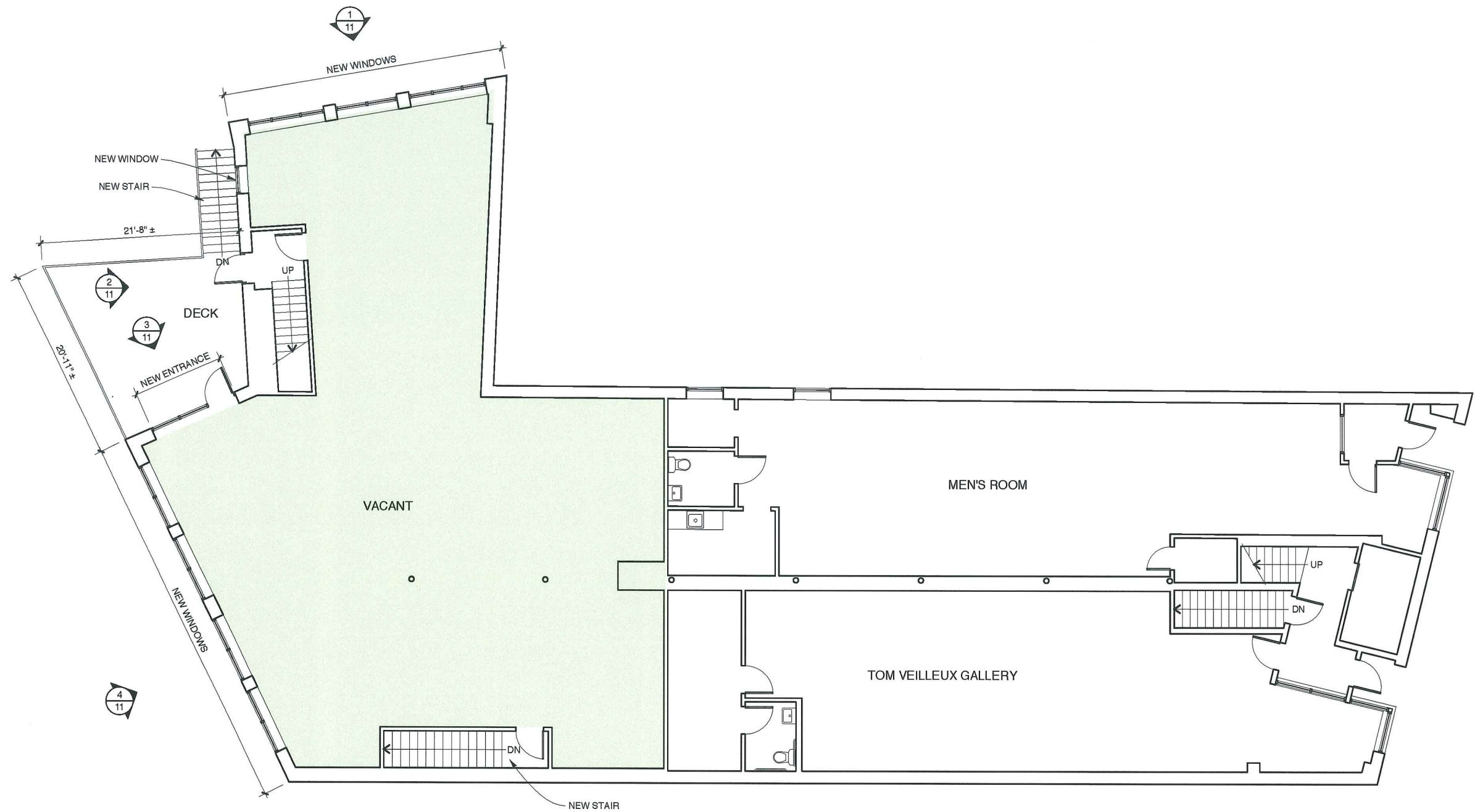
BUILDING RENOVATIONS
6 CITY CENTER
PORTLAND, ME 04101

FIRST FLOOR PLAN EXISTING

BY	CKD	SCALE	DATE
JOB NO.		1/8" = 1'-0"	3/30/16
		DWG.	8 OF 11



MICHAEL CHAREK ARCHITECTS PORTLAND, MAINE			
BUILDING RENOVATIONS 6 CITY CENTER PORTLAND, ME 04101			
GROUND FLOOR PLAN PROPOSED			
BY	CKD	SCALE	DATE
JOB NO.		1/8" = 1'-0"	3/30/16
		DWG.	9 OF 11



2' 4' 8' 16'
GRAPHIC SCALE: 1/8" = 1'-0"

MICHAEL CHAREK ARCHITECTS
PORTLAND, MAINE

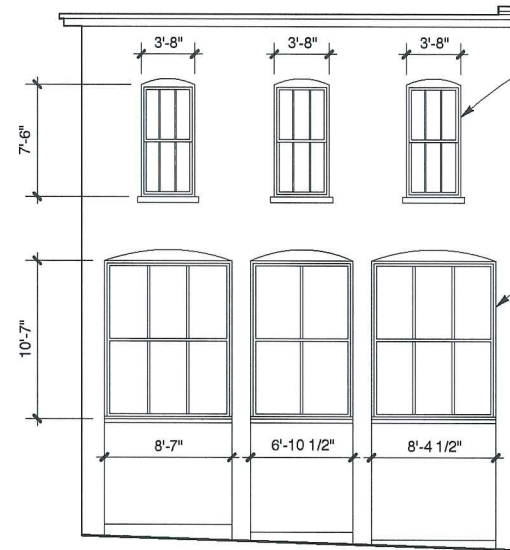
BUILDING RENOVATIONS
6 CITY CENTER
PORTLAND, ME 04101

FIRST FLOOR PLAN PROPOSED

BY	CKD	SCALE	DATE
JOB NO.		1/8" = 1'-0"	3/30/16

DWG.
10 OF
11

AH.5



ELEVATION 1

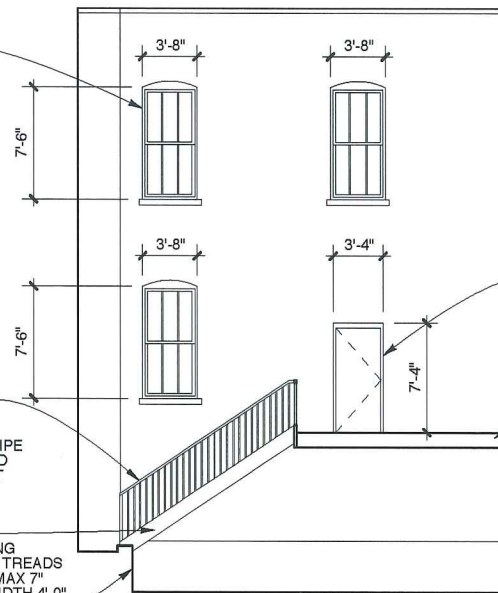
THERMALLY IMPROVED ALUMINUM DOUBLE HUNG WINDOW WITH ALUMINUM TRIM PAN. COLOR TO MATCH EXISTING PAINTED WOOD WINDOW FRAMES. TYPICAL THIS ELEVATION. WINDOW BY TRACO, EFCO, OR EQUAL

THERMALLY IMPROVED ALUMINUM FIXED SASH WINDOW WITH ALUMINUM TRIM PAN. COLOR TO MATCH EXISTING PAINTED WOOD WINDOW FRAMES. TYPICAL THIS ELEVATION. WINDOW BY TRACO, EFCO, OR EQUAL

GUARD: WELDED STEEL PIPE WITH 3/4" DIAM STEEL ROD BALUSTERS 4" O.C. ONE SIDE. HANDRAIL: 1-1/2" O.D. STEEL PIPE HANDRAIL BOTH SIDES. GUARD AND HANDRAIL POWDER COAT OR PAINTED FINISH

STAIR SYSTEM: GALVANIZED STEEL FRAMING GALVANIZED STEEL GRATE TREADS PAINT STRINGERS BLACK, MAX 7" RSIER, 11" TREAD. STAIR WIDTH 4'-0"

REBUILD CONCRETE RETAINING WALL



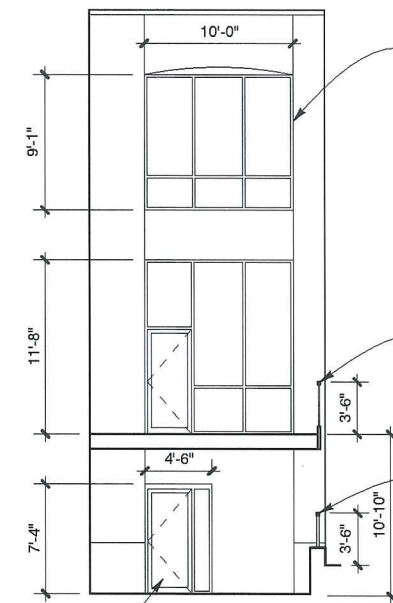
ELEVATION 2

HOLLOW METAL DOOR IN HOLLOW METAL FRAME

DECK: STEEL BEAMS AND COLUMNS P.T. WOOD JOISTS P.T. PLYWOOD DECK EPDM MEMBRANE ROOFING COMPOSITE DECKING ON P.T. WOOD SLEEPERS CEILING: VENTILATED ALUMINUM SOFFIT PITCH DECK AWAY FROM STOREFRONT SIDE ALUMINUM GUTTER AND LEADER SYSTEM TO CARRY STORM WATER TO PATIO LEVEL

BRICK PAVED PATIO

NARROW STILE THERMAL ALUMINUM ENTRANCE DOOR WITH INSULATED GLASS. EQUAL TO KAWNEER 280. TYPICAL THIS ELEVATION.

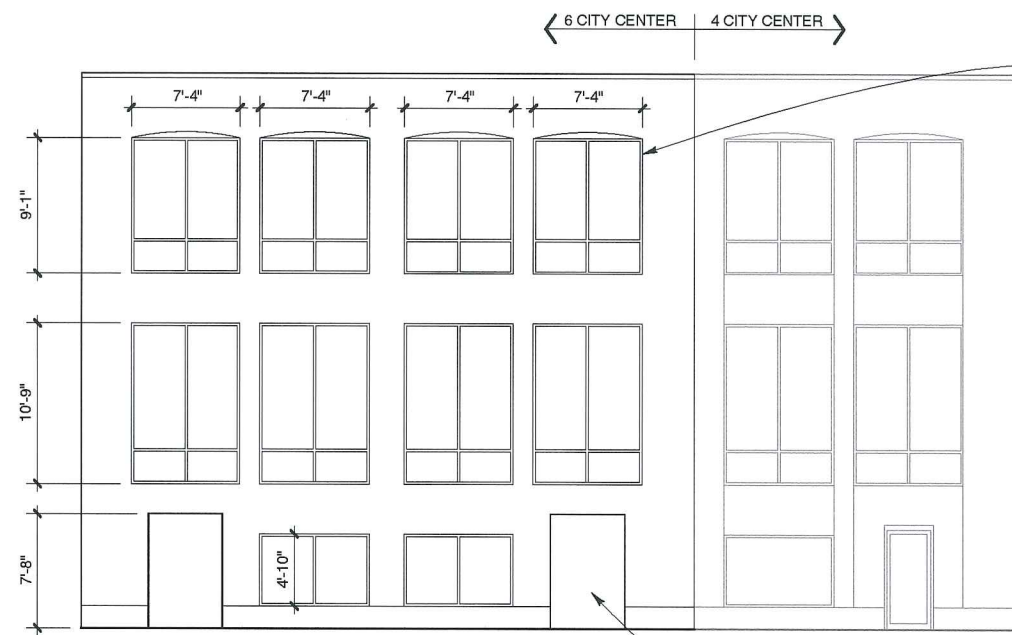


ELEVATION 3

THERMALLY IMPROVED ALUMINUM STOREFRONT FRAMING WITH 1" GLASS. COLOR DARK BRONZE. TYPICAL THIS ELEVATION. STOREFRONT SYSTEM EQUAL TO 451T BY KAWNEER OR EQUAL.

DECK GUARD: WELDED STEEL PIPE WITH 3/4" DIAM STEEL ROD BALUSTERS 4" O.C.

GUARD ON RETAINING WALL: 1 1/2" STEEL PIPE WITH POWDER COAT OR PAINTED FINISH



ELEVATION 4

THERMALLY IMPROVED ALUMINUM STOREFRONT FRAMING WITH 1" GLASS. COLOR DARK BRONZE. TYPICAL THIS ELEVATION. STOREFRONT SYSTEM EQUAL TO 451T BY KAWNEER OR EQUAL.

RECESSED ENTRY, TYPICAL. SEE FLOOR PLAN FOR LAYOUT. CERAMIC TILE FLOOR, BRICK WALL SURFACES INSIDE ENTRY

NOTES:

1. DIMENSIONS SHOWN ARE APPROXIMATE. VERIFY ALL DIMENSIONS IN THE FIELD.
2. LIGHTING OF DECK TO BE BY WALL MOUNTED LED FIXTURES WITH CUTOFF AND MOTION SENSOR.
3. LIGHTING OF PATIO TO BE BY RECESSED LED FIXTURES UNDER THE DECK WITH MOTION SENSOR.
4. LIGHTING OF RECESSED ENTRIES TO BE BY RECESSED LED FIXTURES WITH TIMER
5. TOOTH ALL WINDOW OPENINGS. MASONRY TO MATCH EXISTING BRICK AND MORTAR IN ALL PARTICULARS.



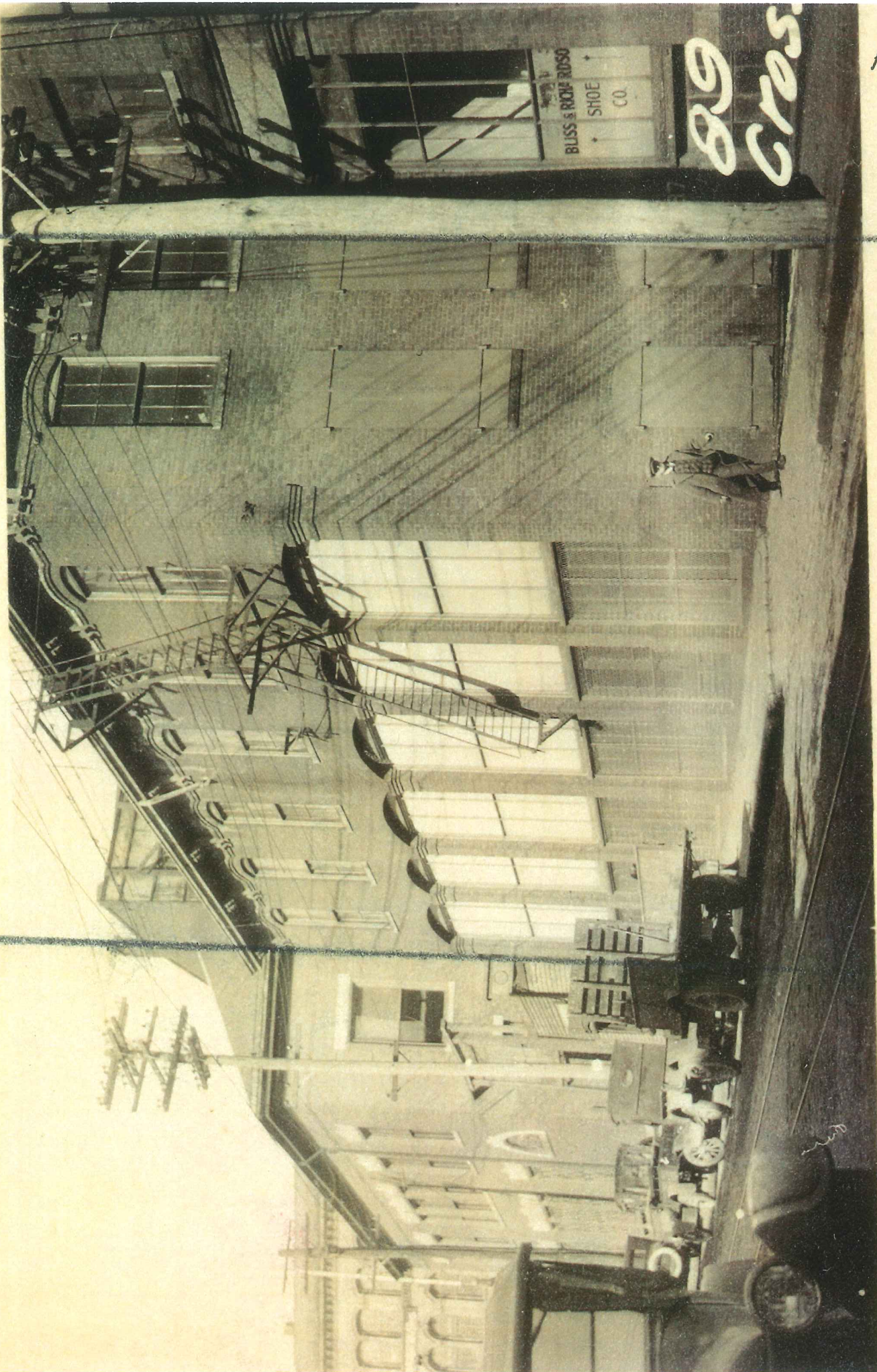
MICHAEL CHAREK ARCHITECTS
PORTLAND, MAINE

BUILDING RENOVATIONS
6 CITY CENTER
PORTLAND, ME 04101

ELEVATIONS

BY	CKD	SCALE	DATE
JOB NO.		1/8" = 1'-0"	3/30/16
DWG.		11 OF 11	

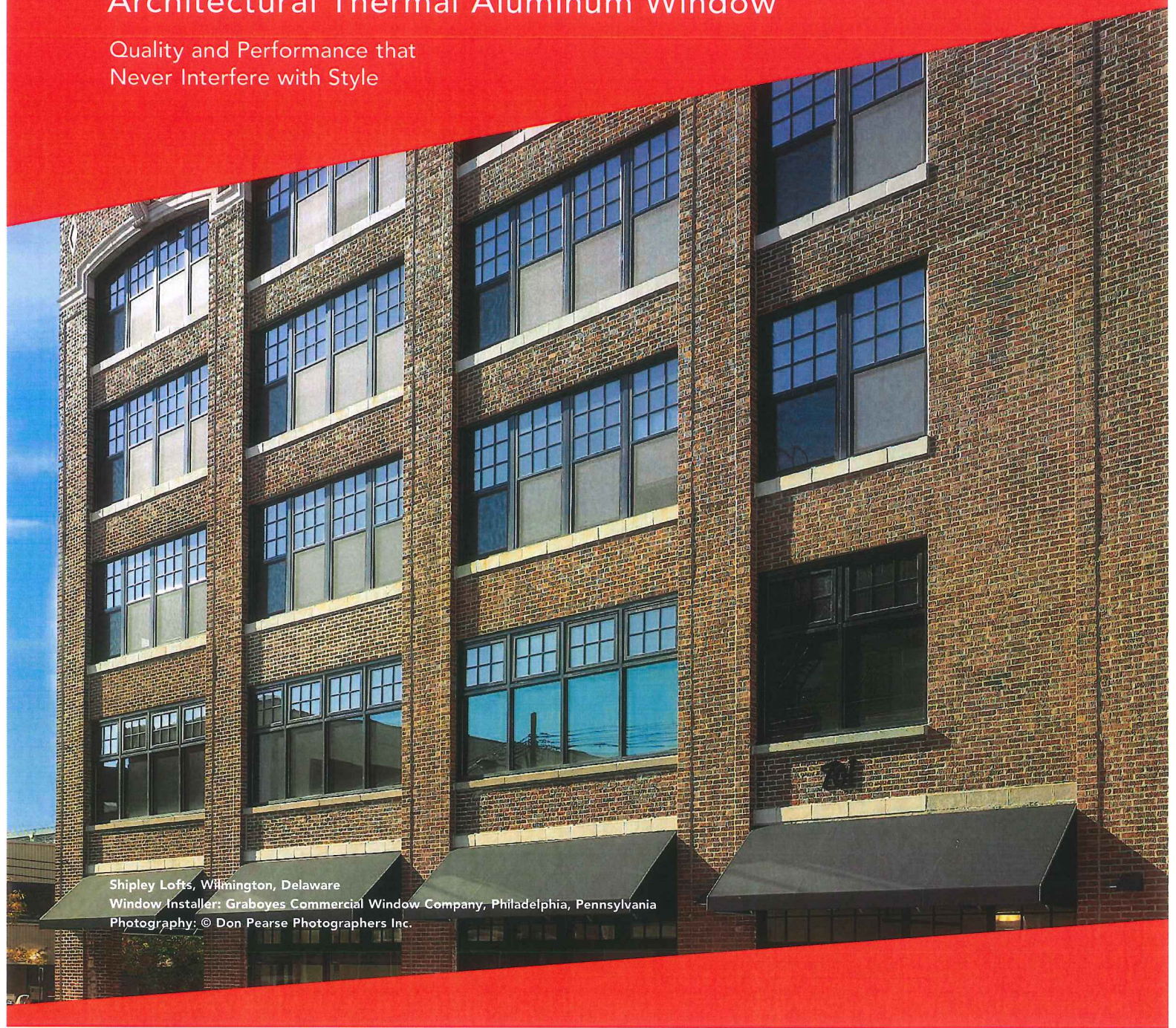
AH.6



Att. 7

Traco TR-9100/9700 Single-Hung Side-Load Architectural Thermal Aluminum Window

Quality and Performance that
Never Interfere with Style



Shipley Lofts, Wilmington, Delaware
Window Installer: Graboyes Commercial Window Company, Philadelphia, Pennsylvania
Photography: © Don Pearse Photographers Inc.

The beauty of classic architectural design is timeless. Whether designing a modern interpretation of traditional style or retrofitting an existing structure, Traco TR-9100/9700 Single-Hung Side-Load Architectural Thermal Aluminum Windows offer the versatility and design flexibility required for memorable projects.

Traco TR-9100/9700 Architectural Thermal Aluminum Windows combine elegant lines and handsome aesthetics with exceptional

functionality and performance. Options such as 3/4" insulating glass (Traco TR-9700) or 1" insulating glass (Traco TR-9100) enhance thermal performance while providing sightlines that blend beautifully with a broad array of architectural styles. Designed for both beauty and performance, these windows are engineered to withstand extremes of weather and will not rot, warp or buckle when exposed to weather or moisture.

Performance

Traco TR-9100/9700 Single-Hung Side-Load Architectural Thermal Aluminum Windows are manufactured with long-lasting finishes and durable hardware to stand up to the effects of daily use and seasonal weather extremes. Designed to meet high quality standards, Traco TR-9100/9700 Architectural Thermal Aluminum Windows have been tested in accordance with AAMA/WDMA/CSA 101/I.S.2. Traco TR-9100/9700 windows are engineered with a thermal break that separates the interior and exterior and increases thermal performance. The thermal pour-and-debridged design creates a positive interlock between the polyurethane thermal break material and the aluminum components, creating a single composite element and effectively protecting against shrinkage and loss of adhesion.

Model	Traco TR-9100	Traco TR-9700
Function	Single Hung Side Load	Single Hung Side Load
Frame Depth	3-1/4"	3-1/4"
AAMA/WDMA/CSA 101/I.S.2/A-440-08 Designation	AW-PG50-H	AW-PG40-H
Water Resistance (psf)	15	15

Operation and Security

Traco TR-9100/9700 Single-Hung Side-Load Architectural Thermal Aluminum Windows include a sash design with a full-width integral lift rail at the sill for easy operation. Two convenient lock handles are also included at the sill for one-motion opening. Additionally, operating friction is reduced with special weather strips. AAMA Class 2 block-and-tackle balances with extruded aluminum housings and AAMA Class 5 heavy-duty spring balances with larger frame jams are available as options.



West Grace Student Housing, Virginia Commonwealth University,
Richmond, Virginia
Window Installer: Burgess Snyder, Virginia Beach, Virginia
Photographer: © Marilyn Ott-Close / Progress Photo

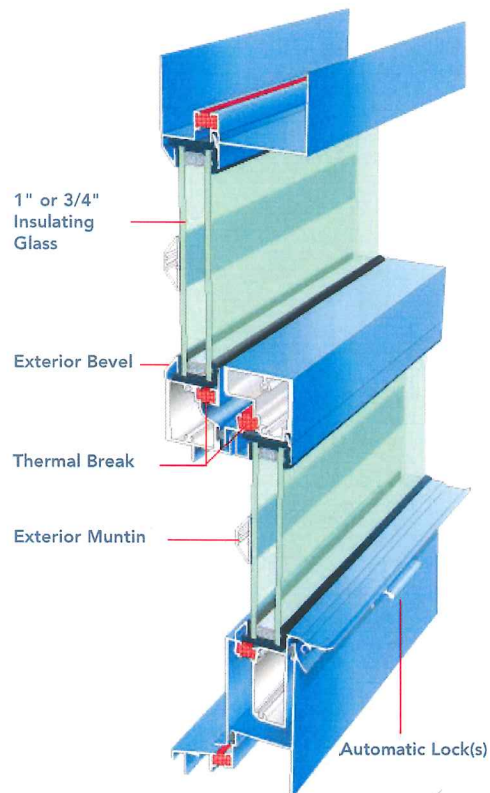
Kawneer Company, Inc.
Technology Park / Atlanta
555 Guthridge Court
Norcross, GA 30092

kawneer.com
kawneergreen.com
770 . 449 . 5555

Security features include locks that automatically engage when the sash is closed. Windows are also designed with concealed balances to reduce the incidence of vandalism. Full-protection or half-protection exterior screens are also available on both Traco TR-9100 and Traco TR-9700 windows.

Aesthetics and Versatility

These versatile architectural-grade windows feature a 3-1/4" frame depth and aesthetic options that expand design possibilities for architects, designers and building owners. Traco TR-9100 Architectural Thermal Aluminum Windows are available as a tri-lite window with a fixed glass or panel below a single-hung window in a single frame. Traco TR-9700 windows are available as a tri-lite window that includes two top fixed areas and one bottom sash all in one frame. The flange frame of Traco TR-9100 windows increases the design applications for which this window is ideally suited. A customized appearance may be achieved for both Traco TR-9100 and Traco TR-9700 windows with exterior, internal or true muntins.



Trifab® VG (VersaGlaze®)

Trifab VG 450, 451 & 451T (Thermal) Framing Systems

Design Versatility
with Unmatched
Fabrication Flexibility

Preston Pointe, Louisville, KY

Architect: Potter & Associates Architects PLLC, Louisville, KY

Glazing Contractor: Kentucky Mirror & Plate Glass Company, Louisville, KY

Trifab® VG (VersaGlaze) is built on the proven and successful Trifab platform – with all the versatility its name implies. Trifab set the standard and Trifab® VG improves upon it. There are enough fabrication, design and performance choices to please the most discerning building owner, architect and installer. Plus the confidence a tried and true framing system instills. Select from four glazing applications, four fabrication methods and multiple infill choices. Consider thermal options and performance, SSG and Weatherseal alternatives and your project takes an almost custom shape whether your architecture is traditional or modern and the building is new or retrofitted.

Aesthetics

Trifab® 450 has 1-3/4" sight lines and both Trifab® 451 and Trifab® 451T have 2" sight lines, while all three have a 4-1/2" frame depth. Designers can not only choose front, center or back glass planes, they can now add the versatility of multi-plane glass applications, thus allowing a greater range of design possibilities for specific project requirements and architectural styles. Structural Silicone Glazing (SSG) and Weatherseal options further expand the designer's choices.

Trifab® VG can be used on almost any project due to virtually seamless incorporation of Kawneer entrances, Sealair® windows or GLASSvent™ for visually frameless ventilators. These framing systems can also be packaged with Kawneer curtain walls and overhead glazing, thereby providing owner, architect and installer with proven, tested and quality products from a single source supplier.

Economy

Trifab® VG offers four fabrication choices to suit your project:

- **Screw Spline** – for economical continuous runs utilizing two piece vertical members. Provides the option to pre-assemble units with controlled shop labor costs and smaller field crews for handling and installation.
- **Shear Block** – for punched openings or continuous runs using tubular moldings. Provides the option to pre-assemble multi-lite units using shear block clips under controlled shop labor conditions. Clips provide tight joints for transporting large units. Less field time is necessary to fill large openings.
- **Stick** – for fast, easy field fabrication. Field measurements and material cuts can be done when metal is on the job.
- **Type B** – for multi-lite punched openings. Provide option for pre-assembled units for installation into single openings and controlled shop labor costs. Head and sill running through provide fewer joints and require less time to fill large openings.



Brighton Landing, Cambridge, MA
Architects: ADD Inc., Cambridge, MA
Glazing Contractors: Ipswich Bay Glass Company, Inc., Rowley, MA

Trifab® VG 450, 451 and 451T can be flush glazed from either the inside or outside. The Weatherseal option provides an alternative to the structural silicone glazed vertical mullions. This ABS/ASA rigid polymer extrusion allows complete inside glazing and creates a flush glass appearance on the building exterior, without the added labor of scaffolding or swing stages. Optional patented HP Flashing™ and HP Interlock clip are engineered to eliminate the perimeter sill fasteners and their associated blind seals and are compatible with all glass planes.

Performance

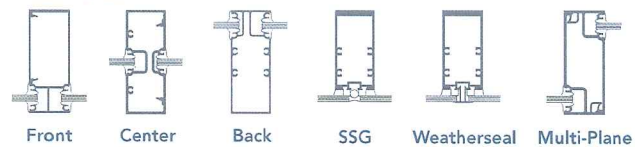
Kawneer's IsoLock™ Thermal Break option is available on Trifab® VG 451T. This process creates a composite section and prevents dry shrinkage.

U-factor, CRF values and STC ratings for Trifab® VG vary depending upon the glass plane application. Project specific U-factors can now be determined for each individual project. (See Kawneer Architectural Manual or Website for additional information)

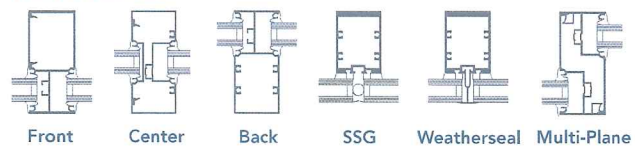
Performance Test Standards

Air Performance	ASTM E 283
Water	AAMA 501 and ASTM E 331
Structural	ASTM E 330
Thermal	AAMA 1503
Thermal Break	AAMA 505 and AAMA TIR-A8
Acoustical	AAMA 1801 and ASTM E 1425

Trifab VG 450



Trifab VG 451/451T



Finishes

Permadonic Anodized finishes are available in Class I and Class II in seven different colors.

Painted Finishes, including fluoropolymer that meet or exceed AAMA 2605, are offered in many standard choices and an unlimited number of specially-designed colors.

Solvent-free powder coatings add the "green" element with high performance, durability and scratch resistance that meet the standards of AAMA 2604.

Kawneer Company, Inc.
Technology Park / Atlanta
555 Guthridge Court
Norcross, GA 30092

kawneer.com
770 . 449 . 5555

KAWNEER
AN ALCOA COMPANY



260, 360, 560 Insulclad® Thermal Entrances

Engineered Entrances with
Climate Control Efficiency



PCL Centennial Learning Centre, Edmonton, Alberta, Canada
Architect: Cohos Evamy integratedesign™, Edmonton, Alberta, Canada
Glazing Contractor: Beacon Glass Products Ltd., St. Albert, Alberta, Canada

Kawneer's Insulclad® Entrances provide thermal efficiency for the entire building façade and are available in 260 Narrow Stile for moderate-traffic applications, and 360 Medium Stile and 560 Wide Stile for heavy-traffic applications. All doors are thermally enhanced with interior cladding, which has the added advantage of enabling dual-color design.

Insulclad® Entrances are available as a single-source package of door, fully integrated door frame (with or without transoms) and integrated hardware. Center plane Trifab® VG 451T (Thermal) frames are standard, and Insulclad® Entrances are also compatible with 1600 Wall System®1, as well as other Kawneer framing systems. The total package and options allow easy adaptation to custom entrance requirements.

Aesthetics

The interior thermal cladding means that Insulclad® entrances are 2-1/4" deep – slightly deeper than standard entrances. A major benefit of the two-piece construction and interior cladding is the ability to create different interior and exterior colors. 260 Insulclad® provides a slimmer look, while 360 provides extra strength for heavy-traffic applications such as schools and institutions, and 560 provides a monumental visual statement for applications such as banks and government buildings. Insulclad® Entrance dimensions include:

	260	360	560
Stile Widths	2-1/8" (54)	3-1/2" (88.9)	5" (127)
Top Rail	2-1/4" (57.2)	3-1/2" (88.9)	5" (127)
Bottom Rail	3-7/8" (98.4)	6-1/2" (165.1)	6-1/2" (165.1)

All three entrances offer an optional 7-1/2" (190.5) and 10" (254) bottom rail. Additionally, optional horizontal cross rails are offered in 2-1/4" (57.2), 3-1/2" (88.9), 6" (152.4) and 8-1/4" (209.6) dimensions. Maximum size for single entrances is 3'6" x 8'0" (1067 x 2438) or 7'0" x 8'0" (2134 x 2438) for pairs of entrances.

Insulclad® Entrances are single acting and mounted on offset pivots, butt hinges or continuous hinges. The 260, 360 and 560 Entrances accept 1" (25.4) infills, and numerous Kawneer hardware options are available.

Performance

To resist both lever arm and torsion forces that constantly act on any door, all three Insulclad® entrances feature Dual Moment corner construction with four Sigma deep penetration and fillet welds, plus mechanical fastening at each corner. Each door corner comes with a Limited Lifetime Warranty, which is good for the life of the door under normal-use operation. This warranty is transferable from building owner to building owner and is in addition to the standard two-year warranty covering each Kawneer door.

Kawneer Sealair® bulb neoprene weather stripping forms a positive seal around the door frame and provides a substantial reduction in air infiltration, which results in improved comfort and economies in heating and cooling costs. The system is wear and temperature resistant and replaces conventional weathering. Bottom weather strip at the interior contains a flexible blade gasket to meet and contact the threshold, enhancing the air and water infiltration performance characteristics. Computer simulation testing has been conducted in accordance with NFRC 100/200/500 and standard 15 AAMA 507-03 glass options.

Note: Numbers in parentheses () are millimeters unless otherwise noted.



TSYS North Center, Columbus, GA
Architect: C.S.I. Architects, Columbus, GA
Glazing Contractor: Uneeda Glass Co., Columbus, GA

For the Finishing Touch

Permanodic® Anodized finishes are available in Class I and Class II in seven different color choices.

Painted finishes, including fluoropolymer, that meet AAMA 2605 are offered in many standard choices and an unlimited number of specially-designed colors.

Solvent-free powder coatings add the green element with high performance, durability and scratch resistance that meet the standards of AAMA 2604.



260



360



560

Kawneer Company, Inc.
Technology Park / Atlanta
555 Guthridge Court
Norcross, GA 30092

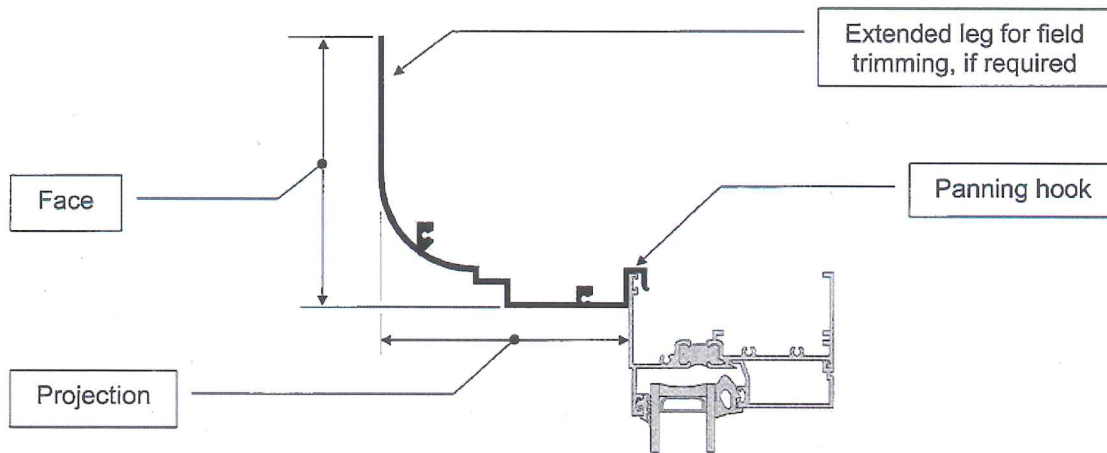
kawneer.com
770 . 449 . 5555

 **KAWNEER**
AN ALCOA COMPANY



Wrap Around Extruded Aluminum Exterior Panning

Straight Leg or Return Leg



Typical Head Panning Section (Straight Leg)

Functions	Benefits
Cover the exterior perimeter between the new window and the existing construction	Improve appearance, and conceal old lead paint and asbestos-filled sealant, if present
Provide a place to apply the perimeter sealant	Stop damaging water, and reduce air infiltration for heating and cooling savings

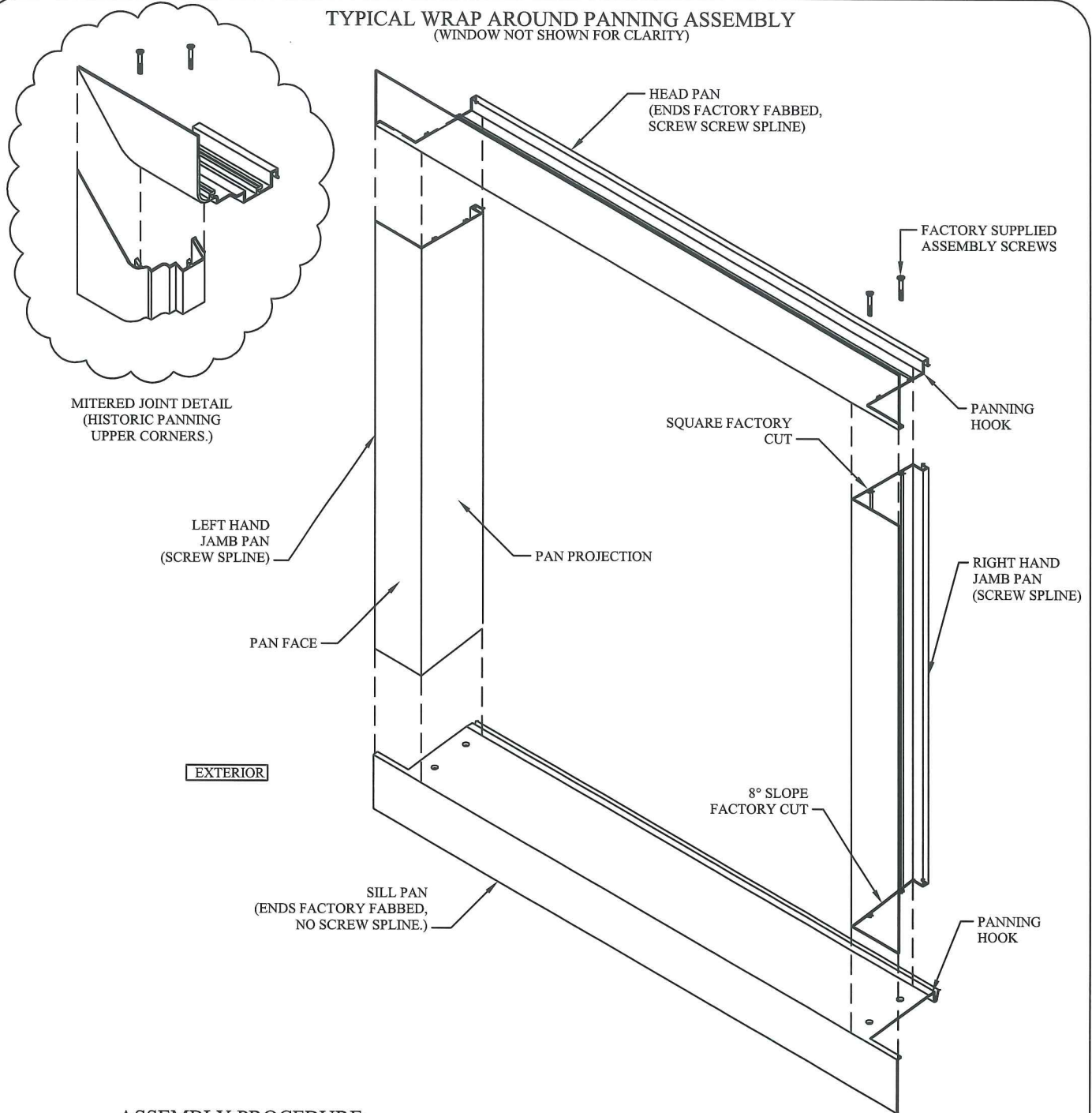
Suggested Installation Procedure (overview only)

1. Apply sealant to all four panning hooks.
2. Assemble and fasten the panning to the window perimeter.
3. Backseal the panning corner joints, and trim panning leg(s), if required.
4. Install window, with panning attached, in prepared opening.
5. Add snap trim to secure the window(s) to the existing construction.

Cautions (to assist with accessory selection and field labor calculations)

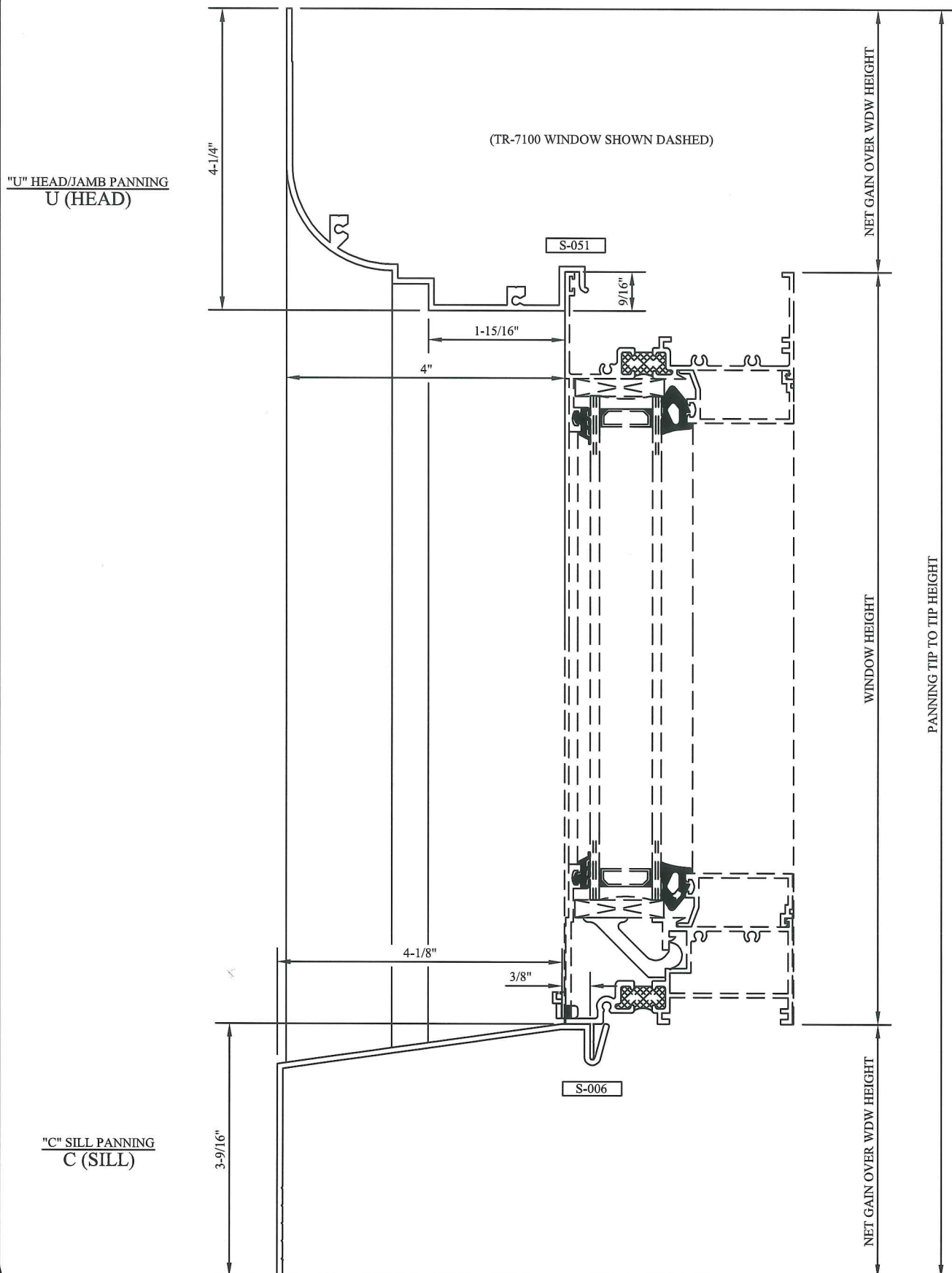
- **Return-leg sizing:** window sizes may have to be calculated from *masonry* (rather than interior) opening widths and heights to avoid losing the return leg via field trimming.
- **Mullion types:** only use vertical stack or horizontal offset stack mullions to join windows for tight mullion joints. Do not use 3-piece or expansion mullions.
- **Field trimming:** panning leg(s) may have to be field-trimmed to accommodate irregular existing exterior construction.
- **Perimeter sealant:** must be applied *after* the window assembly is installed. This may require removing sash or deglazing fixed windows to apply the sealant properly.

TYPICAL WRAP AROUND PANNING ASSEMBLY (WINDOW NOT SHOWN FOR CLARITY)

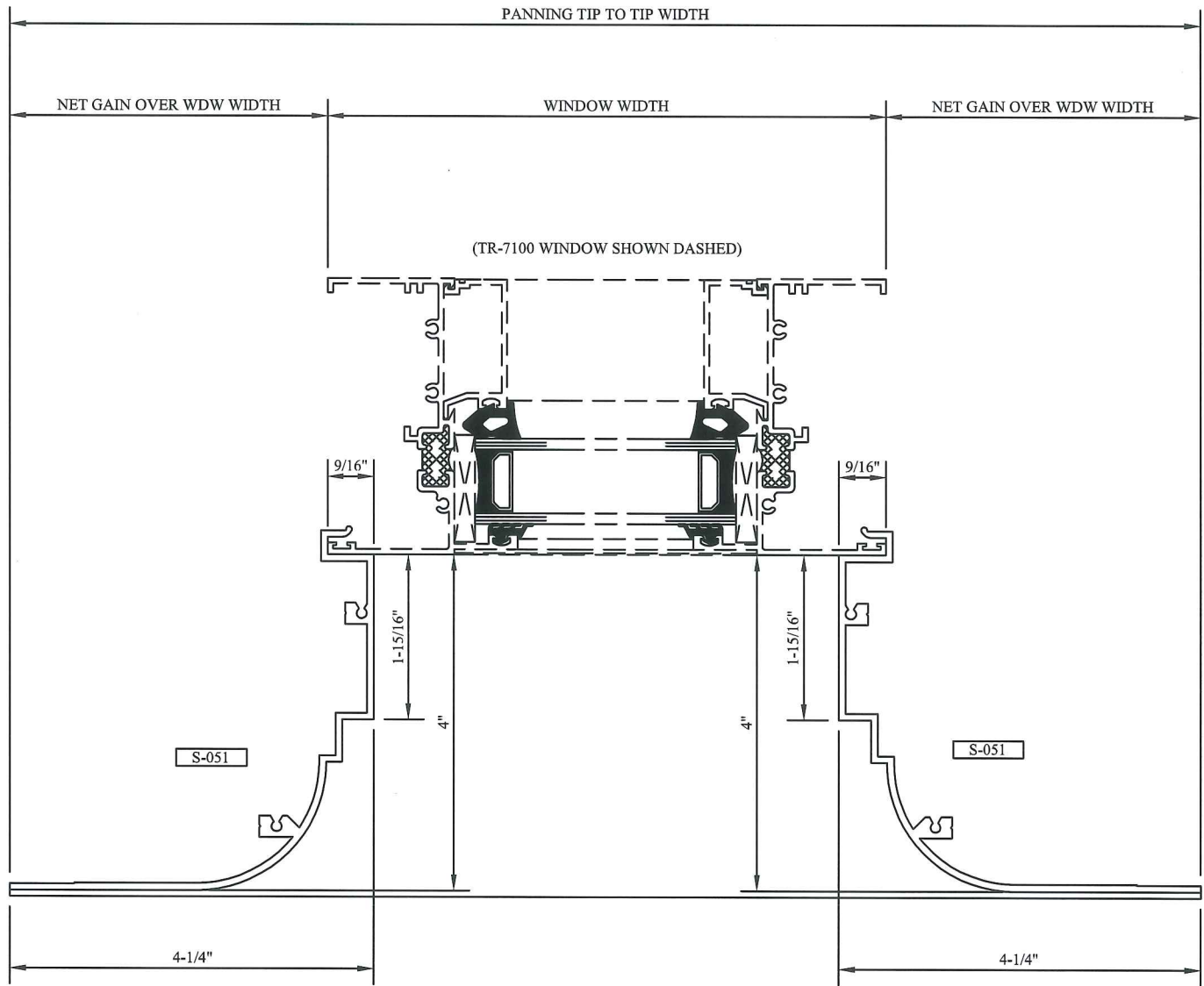


ASSEMBLY PROCEDURE:

1. REMOVE SASH FROM TRACO WINDOW AND LAY WINDOW FRAME DOWN ON PADDED SURFACE WITH EXTERIOR FACE UP.
2. TRIM WINDOW JAMB BULB WEATHERSTRIP TO EXACT JAMB LENGTH.
3. JAMB PANS: APPLY SEALANT IN PANNING HOOK AND APPLY TO FRAME JAMBS WITH LOWER ENDS EVEN WITH LOWER END OF FRAME JAMBS.
4. HEAD PAN: APPLY SEALANT IN PANNING HOOK, SLIDE OVER FRAME HEAD AND SCREW PAN CORNERS TOGETHER.
5. SILL PAN APPLY SEALANT IN PANNING HOOK, SLIDE OVER FRAME SILL AND SCREW PAN CORNERS TOGETHER.
6. APPLY SCREWS THRU PANNING HOOK AND WINDOW FRAME TO SECURE PAN TO WINDOW. (MINIMUM ONE PER SIDE)
7. BACKSEAL ALL FOUR ASSEMBLED PAN CORNERS.

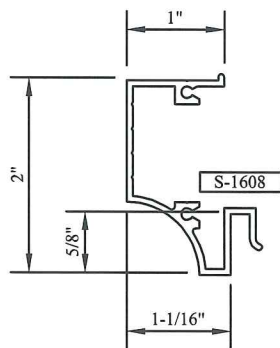


Assembly 3 of 3

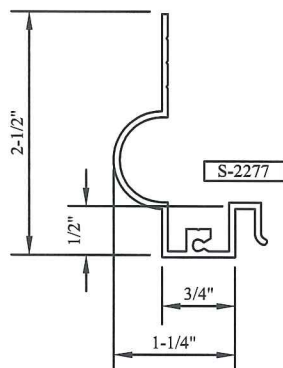


"U" HEAD/JAMB PANNING
U (JAMB)

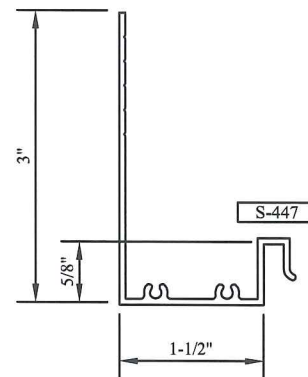
"U" HEAD/JAMB PANNING
U (JAMB)



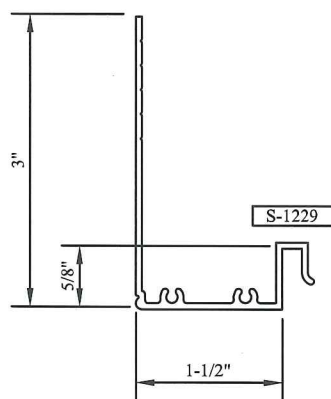
"V" RETURN HEAD/JAMB PANNING
VR



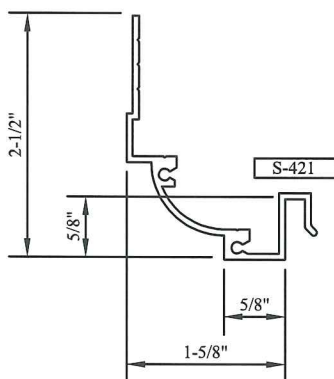
"E2" HEAD/JAMB PANNING
E2



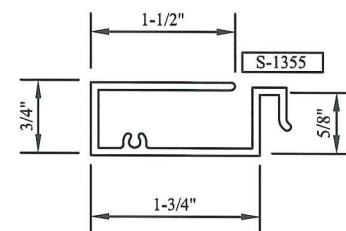
"CC" HEAD/JAMB PANNING
CC



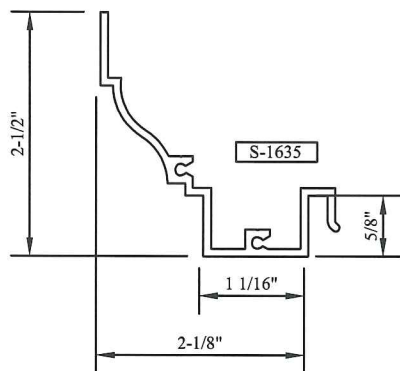
"JJ" HEAD/JAMB PANNING
JJ



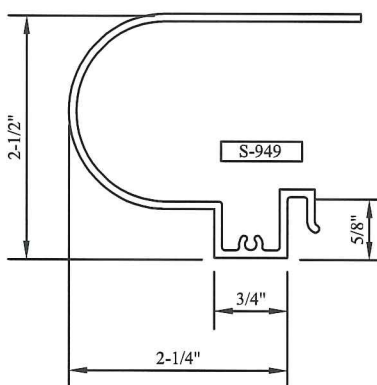
"AA" HEAD/JAMB PANNING
AA



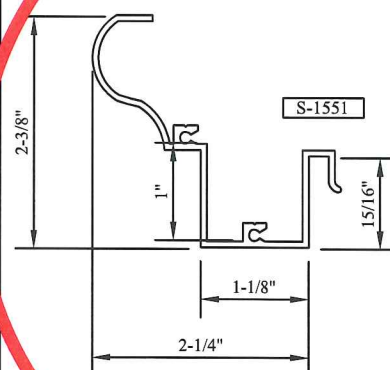
"IR" HEAD/JAMB PANNING
IR



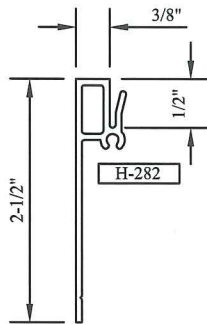
"N" HEAD/JAMB PANNING
N



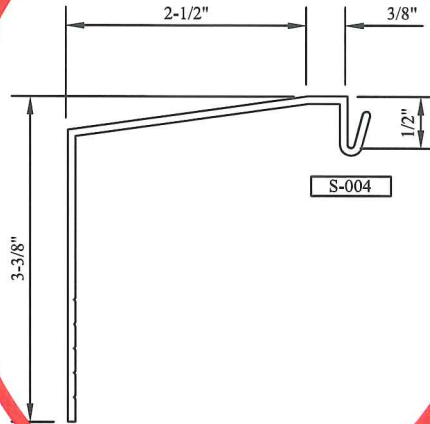
"BN" HEAD PANNING
BN



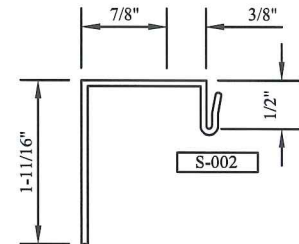
"TT" HEAD/JAMB PANNING
TT



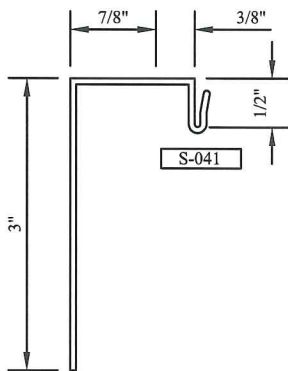
"HT" SILL PANNING
HT (SILL)



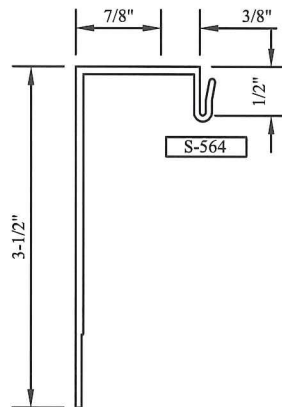
"D" SILL PANNING
D (SILL)



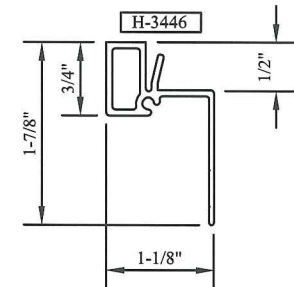
"B" SILL PANNING
B (SILL)



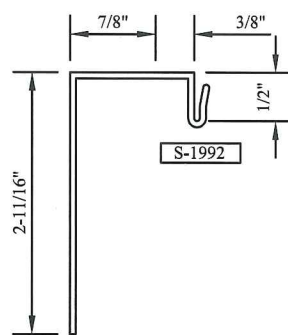
"E" SILL PANNING
E (SILL)



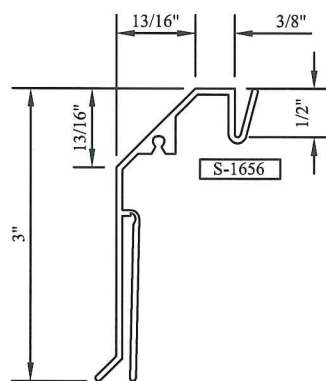
"E" MODIFIED SILL PANNING
EM (SILL)



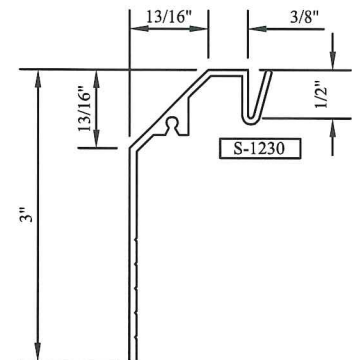
"NF" SILL PANNING
NF (SILL)



"EB" SILL PANNING
EB (SILL)



"K" SILL PANNING
K (SILL)



"KK" SILL PANNING
KK (SILL)

**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**CONSENT ITEM
63 FEDERAL STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: March 30, 2016

RE: April 6, 2016 **Consent Review**

Address: 63 Federal Street
 (formerly occupied by Cyclemania)

Applicant: Josh Corbeau

Project Architect: Ryan Senatore

Introduction

Staff is forwarding for the Board's consent review an application for exterior alterations to 63 Federal Street, a one-story commercial block located in the recently-designated India Street Historic District. The building, located at the northeast corner of India and Federal Street, formerly housed CycleMania. It is classified as a noncontributing structure in the India Street Historic District building inventory.

Architect Ryan Senatore has prepared plans for the renovation of the building. Alterations include the replacement of existing garage door openings with storefront units to match existing storefront elements. Plans also call for installing new exterior light fixtures, new signage, and a horizontal board screen applied to the face of an existing concrete retaining wall at the leading corner of the property.

Although staff believes that the scope and nature of the project doesn't necessarily warrant full and formal review by the Board, staff is asking that the Board confirm the proposed direction of the project and offer any suggested modifications or conditions for staff to consider in its review and final sign-off.

Attachments

1. Inventory form
2. Plans and specifications

63 Federal Street
Contributing

Lewis Garage, 1927



Architectural Description

The one story industrial building at 63 Federal Street is a brick building that abuts the sidewalk and is built into a concrete retaining wall at the rear and into the stone retaining wall of Eastern Cemetery towards the east. The primary facade is eight bays. The first bay is an oversized metal storefront window with twelve panes. What appears to once have been an access doorway has been infilled with a plywood panel. The opening has a simple canted brick sill. The second bay once provided vehicle access as evidenced by the built-up concrete ramp at the sidewalk. The large masonry opening is currently infilled with three horizontal panes of metal storefront and one panel of painted plywood infill and wood sill at the bottom. The third bay is taller than the first two and is infilled with metal storefront - four square panes appear on the left side and four horizontal panes appear on the right. The fourth bay matches the taller height of the third bay and features a full light metal storefront door on the right, two horizontal panes above and two smaller horizontal panes to the left of the door. The fifth bay is a single full light metal storefront door with a single pane above. The sixth bay contains a fiberglass overhead garage door and the upper half of the opening has been infilled with painted wood. The seventh bay contains a deep set, six panel overhead garage door with lights at the panel second from the top. The eighth and final bay is infilled with metal storefront with six horizontal panels, the top infilled with glass and the lower four infilled with painted plywood. The secondary wall facing west is three bay. The bay towards the street is an oversized metal storefront window with eight lights. The central bay is a narrow vertically proportioned metal storefront window with four lights and the first bay is a vertically proportioned metal storefront window with three lights. The walls are all unarticulated yellow-beige brick and the openings are supported with a simple steel lintel and a brick soldier course. The walls are capped with thin metal flashing trim. The flat roof is likely a membrane.

Historical Narrative

City of Portland assessment database indicates this commercial building was built 1927. An application for a building permit was issued in that year to Morris Lewis to construct a garage. Oscar I. Emerson of South Portland was the architect. Lewis saw how the times were changing: until 1927, he kept a livery stable, first on Newbury Street and then at 68 India Street.

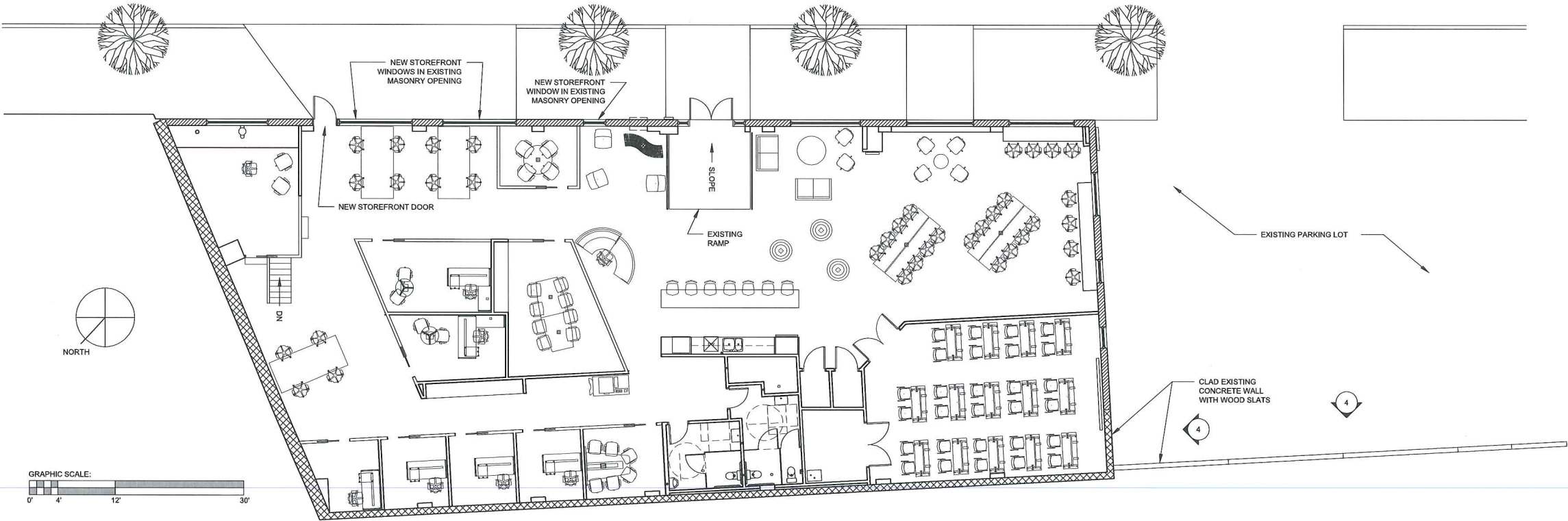
In 2013, it is occupied by Cyclemania.

63 FEDERAL ST.

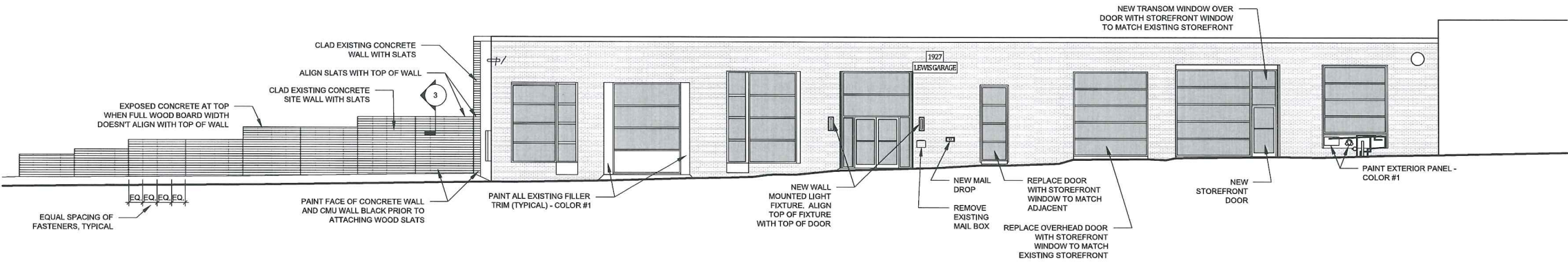
MARCH 29, 2016



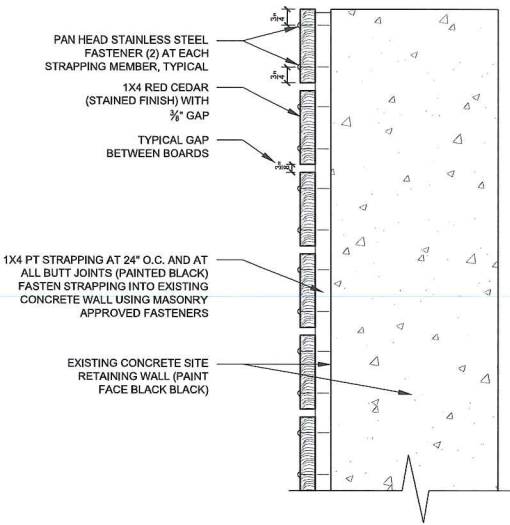
63 FEDERAL ST.



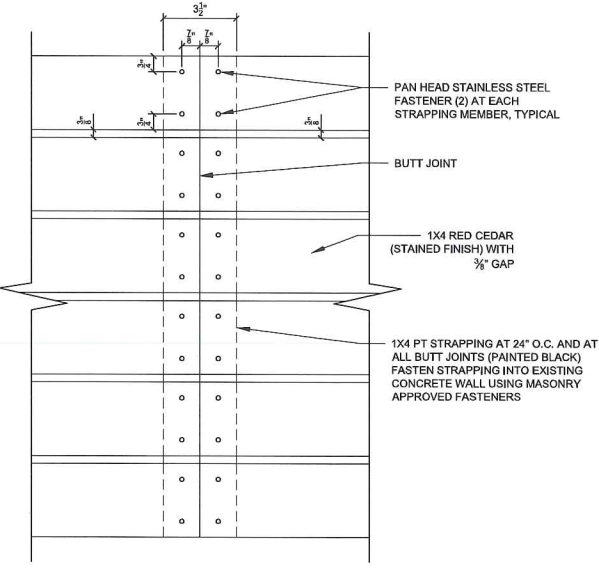
1 FLOOR PLAN
1/8" = 1'-0"



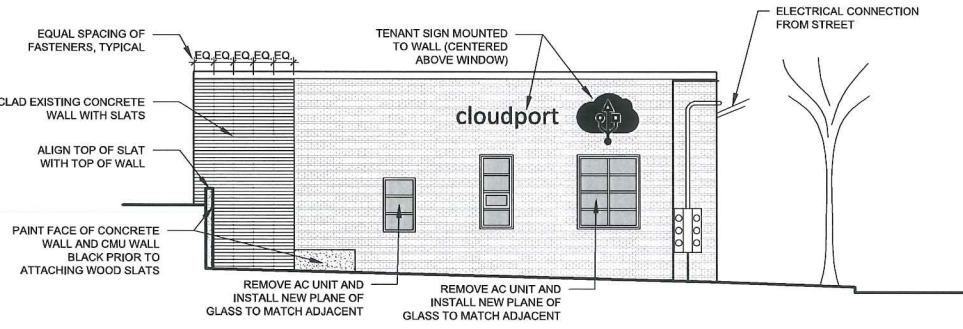
1 PROPOSED NORTH-EAST ELEVATION
1/8" = 1'-0"



3 SECTION DETAIL AT SLAT WALL ASSEMBLY
3/8" = 1'-0"



2 ELEVATION DETAIL AT SLAT WALL ASSEMBLY
3/8" = 1'-0"

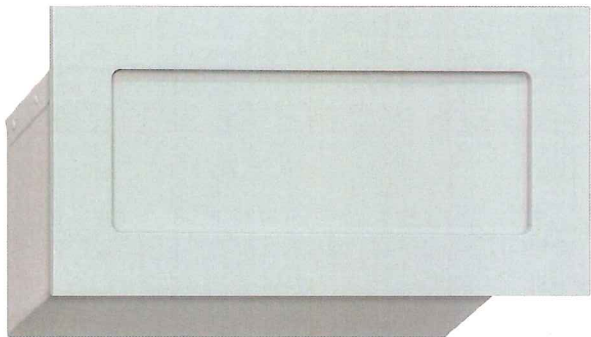
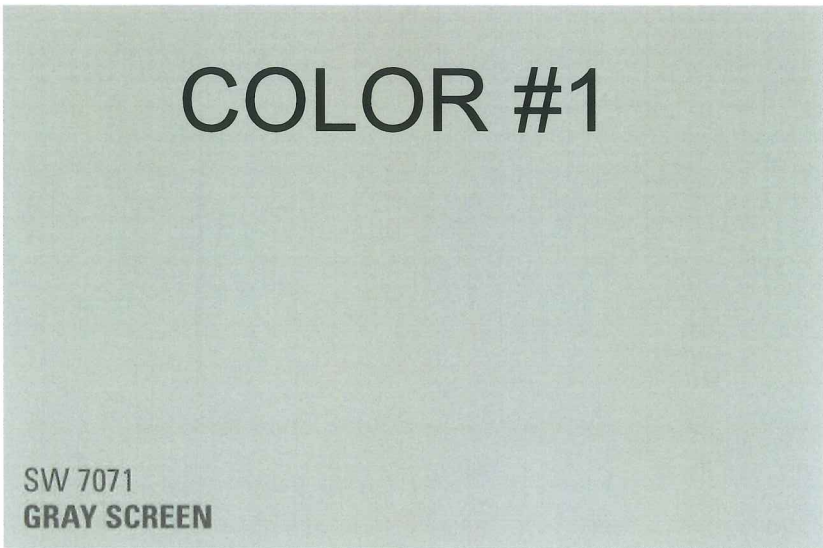


1 PROPOSED NORTH-WEST ELEVATION
1/8" = 1'-0"



1 EXISTING PHOTOS OF 'NORTH-WEST' FACADE





MAIL DROP #2255
- ALUMINUM FINISH WITH CUSTOM
BLACK FILLED ENGRAVING
- 14" W x 7" H (CUSTOM NUMBERS
"63" ON FRONT)



LIGHTOLOGY- URBAN
OUTDOOR LED WALL SCONCE
- GRAPHITE COLOR
- 22" H x 8"W x 2" D



'CLOUDPORT' LOGO: REPRESENTS
COLOR AND APPEARANCE OF
EXTERIOR SIGN



RED CEDAR (STAINED FINISH - TBD
WITH HISTORIC STAFF) WITH EXPOSED
FASTENERS SLAT BOARDS

**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**CONSENT ITEM
1 INDIA STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: March 31, 2016

RE: April 6, 2016 **Consent Review**

Address: 1 India Street
(Former Grand Trunk Railroad Offices)

Applicant: Gorham Savings Bank (GSB Corporation)

Project Architect: David Lloyd, Archetype

Introduction

Staff is forwarding for the Board's consent review an application for exterior alterations to 1 India Street, a notable Classical Revival building constructed in 1903 to house offices of the Grand Trunk Railway. This last visible remnant of the railroad sits at the eastern end of the Waterfront Historic District. It is being thoroughly rehabilitated with the help of tax credits, to be reused as offices for Gorham Savings Bank.

David Lloyd of Archetype Architects has prepared detailed plans for the renovation of the building. Alterations include the replacement of windows, repair or replacement of exterior doors, repair and repointing of masonry, roof replacement and site improvements. Because the project will be using tax credits, full review by Maine Historic Preservation Commission will be required.

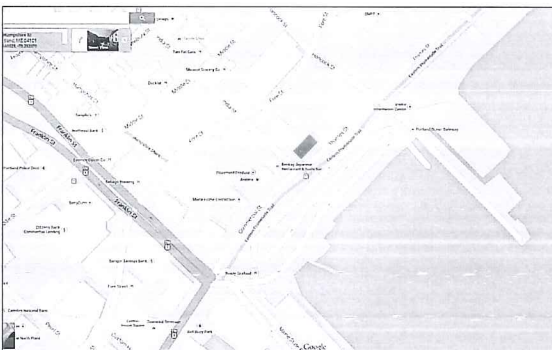
Although staff believes that the project doesn't warrant formal review by the Board, staff is asking that the Board confirm the proposed direction of the project and offer any suggested modifications or conditions for staff to include in the approval.

GRAND TRUNK BUILDING

1 INDIA STREET
PORTLAND, MAINE

DATE OF ISSUE

SUBMISSION - DATE



LOCATION MAP

NOT TO SCALE

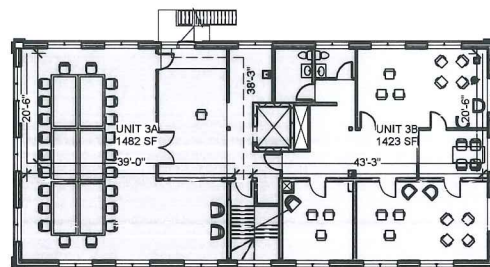


DRAWING LIST

A8.02	FINISH SCHEDULE		
A8.03	FINISH SCHEDULE		
SITE PLAN			
SP-1.0	SITE PLAN		
BE.12	ROOF PLAN	A1	Unnamed
BE.13	ROOF DETAILS	A2	Unnamed
BE.14	ROOF DETAILS	A3	Unnamed
S1.01	1ST FLOOR FRAMING PLAN	BE.0	PROJECT NOTES, LEGEND AND KEY PLAN
S1.02	2ND AND 3RD FLOOR FRAMING PLAN	BE.00	ELEVATION IMAGES
S1.03	ROOF FRAMING PLAN	BE.01	ELEVATION, NOTES AND KEY PLAN
S2.01	STRUCTURAL SECTIONS AND DETAILS	BE.02	ELEVATION, NOTES AND KEY PLAN
ARCHITECTURAL DRAWINGS			
A1.01	EXISTING FLOOR PLANS WITH DEMO	BE.03	ELEVATION, NOTES AND KEY PLAN
A1.02	PROPOSED FLOOR PLANS	BE.04	ELEVATION, NOTES AND KEY PLAN
A1.03	PROPOSED FLOOR PLANS WITH DEMO	BE.05	ELEVATION, NOTES AND KEY PLAN
A3.01	EXISTING BUILDING SECTIONS	BE.06	WINDOW SCHEDULE AND ELEVATIONS
A3.02	PROPOSED SECTIONS	BE.07	FIRST FLOOR WINDOW DETAILS
A6.00	INTERIOR ELEVATIONS	BE.08	SECOND FLOOR WINDOW DETAILS
A7.01	REFLECTED CEILING PLANS	BE.09	SECOND FLOOR WINDOW DETAILS
A8.01	DOOR SCHEDULE	BE.10	ELEVATION, NOTES AND KEY PLAN
		BE.11	DOOR DETAILS, NOTES, AND MISC. DETAILS

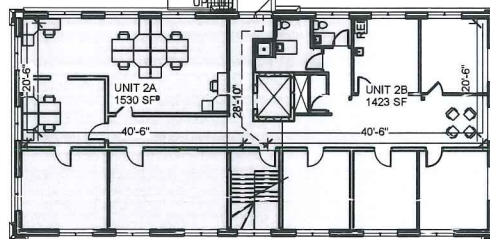
ALLOWABLE COMMON PATH = 100' IBC 1014.3

MIN. EXIT ACCESS SEPARATION - 1/3 OF BUILDING DIAGONAL (95'-2" / 3) = 31'-9"
1ST FLOOR EXIT ACCESS SEPARATION - 56'-10"
2ND FLOOR EXIT ACCESS SEPARATION - 28'-10"
3RD FLOOR EXIT ACCESS SEPARATION - 38'-3"



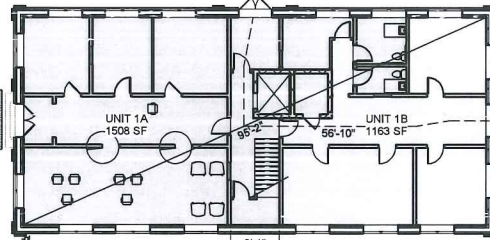
C 3RD FLOOR - LIFESAFETY

1/16" = 1'-0"



B 2ND FLOOR - LIFESAFETY

1/16" = 1'-0"



A 1ST FLOOR - LIFESAFETY

1/16" = 1'-0"

CONTACTS

Client:

XXXXX
XXXXX
XXXXX
XXXXX
XXXXX
XXXXX

Architect:

Archetype Architects
48 Union Wharf
Portland, ME
04101
(207) 772 6022
XXXXX

Structural Engineer:

XXXXX
XXXXX
XXXXX
XXXXX
XXXXX
XXXXX

Electrical Engineer:

XXXXX
XXXXX
XXXXX
XXXXX
XXXXX
XXXXX

Mechanical Engineer:

XXXXX
XXXXX
XXXXX
XXXXX
XXXXX
XXXXX

Civil Engineer:

XXXXX
XXXXX
XXXXX
XXXXX
XXXXX
XXXXX

RELEVANT CODES

INTERNATIONAL EXISTING BUILDING CODE 2009

CONSTRUCTION TYPE 3B
USE GROUP B
LEVEL 3 ALTERATION
THIS IS NOT A CHANGE OF OCCUPANCY
BUILDING IS LISTED AS HISTORIC
BUILDING TO BE SPRINKLERED PER NFPA 13 & HAVE FLOW ALARM
BUILDING IS 3 STORIES
EXISTING SF = 3791 PER FLOOR
ALLOWABLE W/ AREA INCREASE=57,000 SF

MEANS OF EGRESS

OCCUPANT LOAD PER FLOOR =38
MIN STAIR =36"
EXISTING STAIR WIDTH=51"
EXISTING STAIR CAPACITY =51X5=255
MINIMUM 2 EXIT DISCHARGE DOORS EACH AT 32" CLEAR
3 EXISTING DISCHARGE DOORS AT 72", 72" AND 42"

FIRE ESCAPE

EXISTING FIRE ESCAPE MAY REMAIN 305.1.1
FIRE ESCAPE IS NOT MORE THAN 50% OF EXITS 305.1.4
CLEARANCE UNDER LOWEST LAND'G>12' 305.2
REQUIRED LOADING =100 LBS PER SF 305.3

HISTORIC BUILDINGS

PROVISIONS OF CODE NOT MANDATORY WHERE SUCH BLDGS ARE JUDGED BY BLDG OFFICIAL TO NOT CONSTITUTE A DISTINCT SAFETY HAZARD 308.1

ACCESSIBILITY

EXISTING ACCESSIBLE ENTRANCE TO BE MAINTAINED
EXISTING ELEVATOR TO BE MAINTAINED

EXISTING STAIR

NO RATING REQUIRED PER 703.2.1 EX 5.2
ENERGY CODE COMPLIANCE NOT REQUIRED EXCEPT WHERE ALTERED 808

NFPA

FIRE ESCAPE OK IF MEETS 7.2.8 39.2.2.9
EXISTING FRONT DOORS CAN SWING IN IF OK W/AHJ 43.10.4.4
AND OTHER EXITS MEET CAPACITY
EXISTING HANDRAILS OK 43.10.4.9
HISTORIC FINISHES MAY REMAIN 43.10.6.1
NO STAIR RATING REQUIRED 43.10.4.7.2

PLUMBING CALCULATION

3RD FLOOR = 2917 NET SF/100=29/2= 15 (1 TOILET, 1 SINK PER SEX)
2ND FLOOR = 2965 NET SF/100=30/2= 15 (1 TOILET, 1 SINK PER SEX)
1ST FLOOR = 2796 NET SF/100=28/2= 14 (1 TOILET, 1 SINK PER SEX)

TOTAL - 2 TOILETS AND 2 SINKS PER FLOOR

OUTLINE SCOPE OF WORK

SITE WORK:

CM TO CARRY \$10,000 FOR LANDSCAPING
NEW BRICK SIDEWALK ALONG INDIA AND COMMERCIAL
REPAIR EXISTING GRANITE STEPS
REPLACE CONCRETE STEP AT INDIA ST ENTRY WITH GRANITE
NEW UNDERGROUND ELECTRICAL SERVICE
NEW 6 INCH SPRINKLER MAIN AND 1 INCH DOMENSTIC WATER
CM TO SCOPE EXISTING SANITARY

MASONRY:

BUILDING 100% REPOINTING
REPLACE OR REPAIR ALL BROKEN BRICK.
ALL WORK PER NPS GUIDELINES

WINDOWS:

REPLACE ALL EXISTING WINDOWS WITH GREEN MOUNTAIN OR EQUAL

FINISHES:

ALL NEW INTERIOR GYPSUM WALLS AND CEILINGS.
EXISTING WOOD FLOORS REFINISHED.
ALL INTERIOR WALLS, CEILINGS PAINTED.
REPAIR OR REPLACE ALL EXTERIOR DOOR IN KIND.
EXISTING WOOD WAINSCOTING, REFINISHED.

INSULATION:

EXTERIOR WALLS TO RECEIVE 3 INCHES OF CLOSED CELL FOAM.

ROOFING:

NEW EPDM ROOFING ON RIGID POLYISO R30

EXISTING ELEVATOR:

EXISTING ELEVATOR TO REMAIN, UPDATE AS NECESSARY, NEW CAB

INTERIOR

EXISTING FIRE ESCAPE:

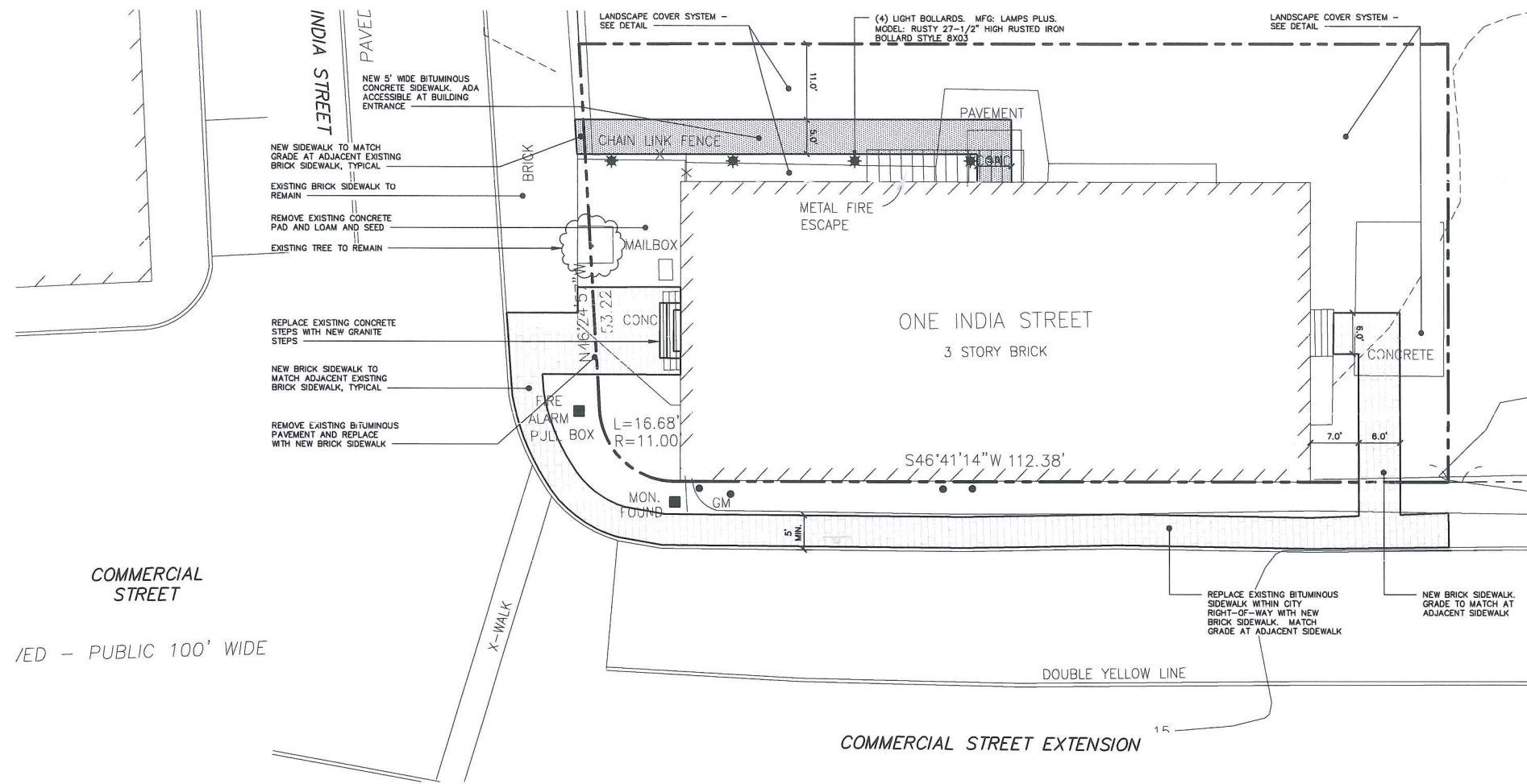
TEST FOR STRUCTURAL INTEGRITY

SPRINKLER SYSTEM:

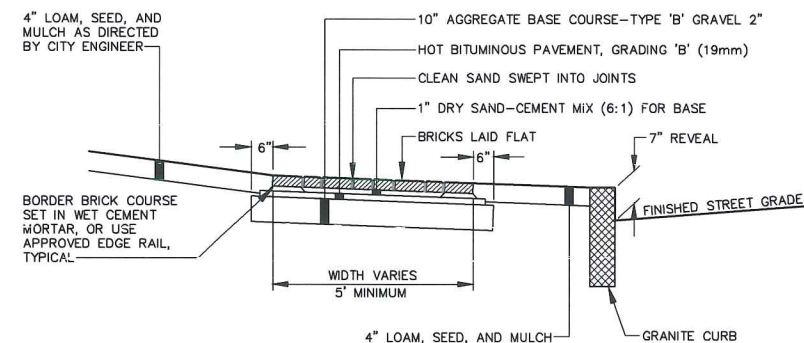
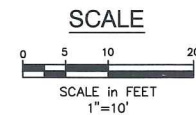
NEW COMPLETE NFPA 13 SPRINKLER SYSTEM

HVAC, ELECTRICAL, PLUMBING:

ALL NEW COMPLETE SYSTEMS



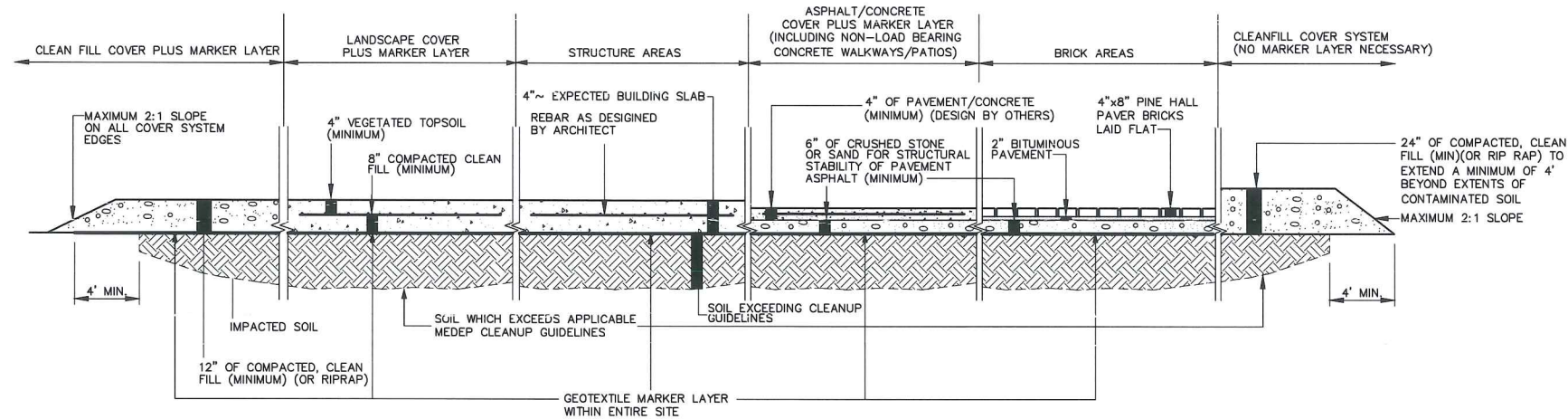
PLAN: 1 INDIA STREET
SCALE: 1" = 10' (H)



BRICKS TO BE USED:
NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVEMENT BRICK MANUFACTURED BY PINE HALL BRICK CO.,
MADISON, NORTH CAROLINE. LACHANCE ITEM # 193623, PINE HALL PATHWAY BRICK.
REPAIR/MAINTENANCE TO EXISTING BRICK SIDEWALKS:
VERMONT PAVEMENT SUPPLIED BY GAGNE AND SONS. SPECIFICATION # VERMONT
BACKER BRICK, ITEM # VB88.

CITY OF PORTLAND
BRICK SIDEWALK WITH BITUMINOUS BASE
(TYPICAL WITHIN CITY RIGHT-OF-WAY)

1 NOT TO SCALE



NOTE:
THE QUANTITIES IDENTIFIED ARE MINIMUM REQUIREMENTS FOR COVERING OF THE IDENTIFIED CONTAMINATED SOILS.
ADDITIONAL SUB-BASE MATERIALS MAY BE REQUIRED IN AREAS PROPOSED FOR ASPHALT PAVING, BUILDINGS
AND/OR CONCRETE SIDEWALKS/PATIOS, AS NECESSARY, TO MAINTAIN STRUCTURAL INTEGRITY OF THESE
MATERIALS. THE SITE DESIGN ENGINEER IS REQUIRED TO MAKE THE DETERMINATION OF STRUCTURAL SUITABILITY.

2 SOIL COVER SYSTEM (WITHIN LIMITS OF SITE)
NOT TO SCALE

Site:

GRAND TRUNK BUILDING
1 INDIA STREET
PORTLAND, MAINE

Prepared for:

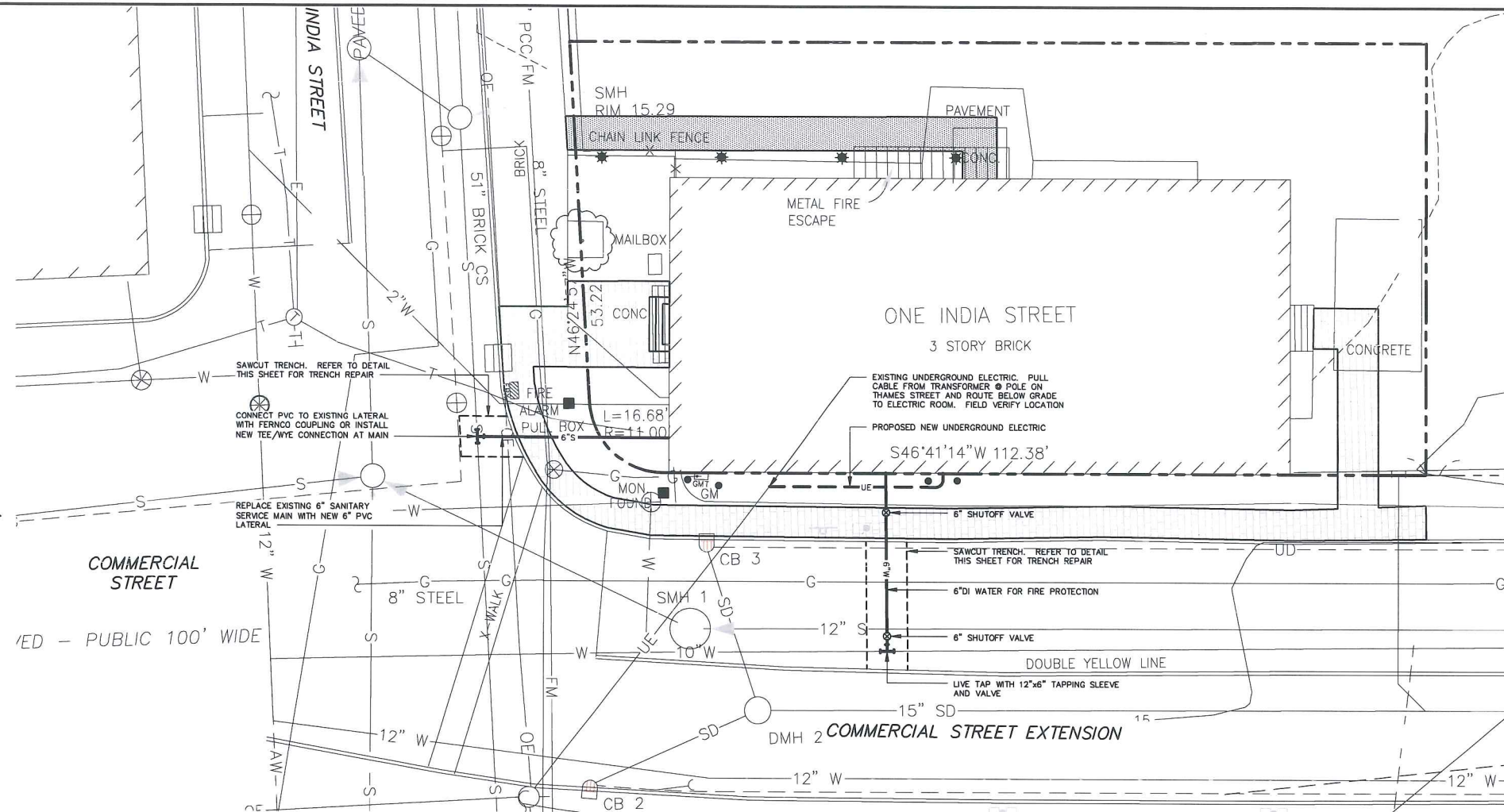
GORHAM SAVINGS BANK
64 MAIN STREET
GORHAM, MAINE 04038

CIVIL ENGINEER:
MAUREEN P. MCGLONE, PE #
400 COMMERCIAL STREET, SUITE 404
PORTLAND, ME 04101
207-772-2891

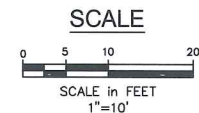
400 Commercial Street, Suite 404
Portland, ME 04101
Tel (207) 772-2891
Fax (207) 772-3248
www.ransomenv.com

SITE PLAN

A	BUILDING SUBMISSION	03/15/16
No.	Revision/Issue	Date
Design by:	MPM	Checked by: SJB
Drawn by:	JAR	Approved by: SJB
Project:	140.06143	Date: MARCH 2016
Sheet No:	C-100	
Sheet 1 of 2		

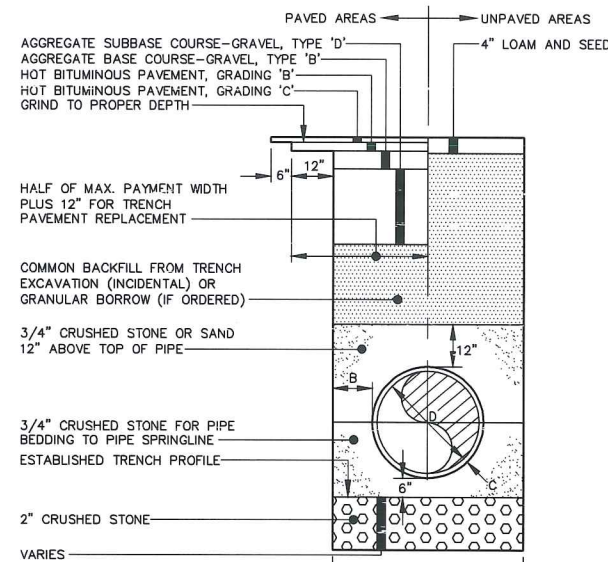


PLAN: 1 INDIA STREET
SCALE: 1" = 10' (H)



GENERAL NOTES

1. LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. FIELD VERIFY PRIOR TO UTILITY CONSTRUCTION.
2. LOCATIONS OF PROPOSED UTILITIES ARE APPROXIMATE AND SHOULD BE COORDINATED WITH FINAL ARCHITECTURAL DRAWINGS PRIOR TO INSTALLATION.
3. ALL WORK WITHIN THE CITY OF PORTLAND RIGHT-OF-WAY SHALL COMPLY WITH THE CITY'S TECHNICAL MANUAL.

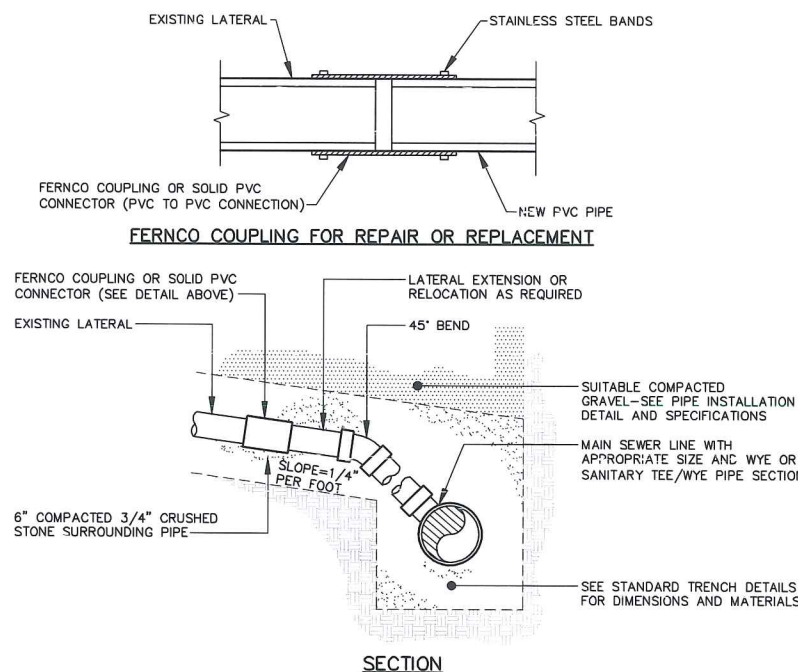


CITY OF PORTLAND
① PIPE TRENCH INSTALLATION (TYPICAL)
NOT TO SCALE

1. ALTERNATE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED BY THE CITY.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION B SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES DIMENSION B SHALL BE AT LEAST 9\"/>
4. DIMENSION A IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION A SHALL BE BASED ON PIPE DIAMETER D, AS SET FORTH IN THE FOLLOWING TABLE:

PIPE DIAMETER, D (INCHES)	MAX. TRENCH WIDTH, A (FEET)
4	4.0
6	4.0
8	4.0
10	4.0
12	5.0
15	5.0
18	5.0
21	5.0
24	6.0
27	6.0
30	6.0
36	6.0
42	7.0
48	7.0

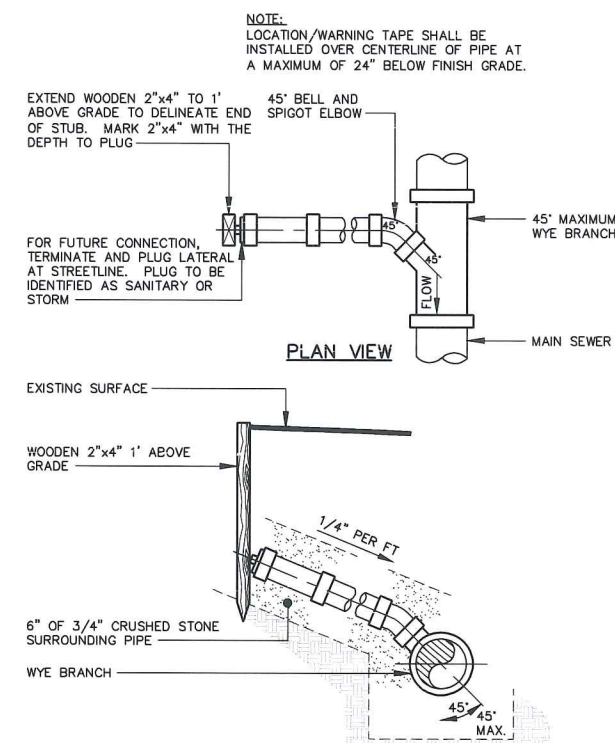
CITY OF PORTLAND
② PIPE INSTALLATION - NOTES (TYPICAL)
NOT TO SCALE



NOTES:

1. LOCATIONS AND ELEVATIONS OF STUBS SHOWN ON THE PLANS ARE TO BE CONSIDERED AS APPROXIMATE AND MAY BE ADJUSTED AS DIRECTED TO SUIT FIELD CONDITIONS.
2. BUILDING CONNECTIONS TO THE MAIN LINE OF THE SEWER, SHALL CONSIST OF AN APPROPRIATE "Y" BRANCH CONNECTION AS SHOWN ON THE PLANS, OR AS DIRECTED. ACTUAL "Y" LOCATIONS FOR BUILDING CONNECTIONS SHALL BE DETERMINED DURING CONSTRUCTION. THE CONTRACTOR SHALL KEEP A COMPLETE RECORD OF "Y" LOCATIONS WHICH SHALL BE GIVEN TO THE CITY OF PORTLAND UPON COMPLETION OF THE CONTRACT. ALL PVC TO PVC COUPLING SHALL BE "SOLID PVC COUPLINGS."
3. PIPE DIAMETERS MAY VARY.

CITY OF PORTLAND
③ EXISTING LATERAL CONNECTION (TYPICAL)
NOT TO SCALE



ELEVATION VIEW
CITY OF PORTLAND
④ TYPICAL HOUSE LATERAL TEE/WYE CONNECTION (TYPICAL)
NOT TO SCALE

GRAND TRUNK BUILDING

1 INDIA STREET
PORTLAND, MAINE

Prepared for:

GORHAM SAVINGS BANK
64 MAIN STREET
GORHAM, MAINE 04038



CIVIL ENGINEER:
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207-772-2891

RANSOM
Consulting
Engineers
and Scientists

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UTILITY PLAN
AND DETAILS

No.	Revision/Issue	Date
A	BUILDING SUBMISSION	03/15/16
Design by:	Checked by:	
Drawn by:	Approved by:	
Project:	Date:	
140.06143	MARCH 2016	

Sheet 2 of 2
C-101



LEGEND:

- EXISTING COLUMNS TO BE REMOVED (Symbol: Circle with X)
- EXISTING COLUMNS TO BE ADDED (Symbol: Circle with F)
- EXISTING COLUMNS TO BE RETAINED (Symbol: Circle with dot)

ROOMS AND DIMENSIONS:

- BOARD ROOM (300):** 1199 SF, 38'-5" x 38'-5"
- KITCHEN:** 8'-0 3/4" x 7'-0"
- OFFICE (307):** 195 SF, 13'-6" x 15', 9'-1" x 4'-2 3/8"
- EXEC OFFICE (305):** 364 SF, 24'-5" x 15', 14'-10 3/8" x 8'-11 3/8"
- EXEC OFFICE (306):** 368 SF, 25' x 15', 14'-10" x 8'-11 3/8"
- EXEC OFFICE (308):** 368 SF, 25' x 15', 14'-10" x 8'-11 3/8"
- NEW ADA TOILET ROOM:** 7'-7 11/16" x 7'-0"
- NEW TOILET ROOM:** 24'-6 1/16" x 7'-0"

NOTES:

- EXISTING FIRE ESCAPE
- NEW ROOF ACCESS MATCH ABOVE
- LEVEL EXISTING SUBFLOOR AND INSTALL CARPET TILE ENTIRE FLOOR
- NEW WINDOWS IN EXISTING WALL
- COLUMN TO BE ADDED. SEE SHEET S1.03

3 PROPOSED THIRD FLOOR PLAN WITH DEMO



GRAND TRUNK
BUILDING

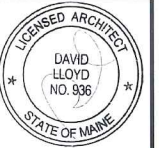
INDIA STREET

Revisions:

Date:	MAR 10 2016	Scale:	As indicated
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PROPOSED FLOOR
PLANS WITH DEMO

A1.03



Prepared For:
GORHAM SAVINGS BANK
10 WENTWORTH DRIVE
GORHAM, ME 04038

Consultant:

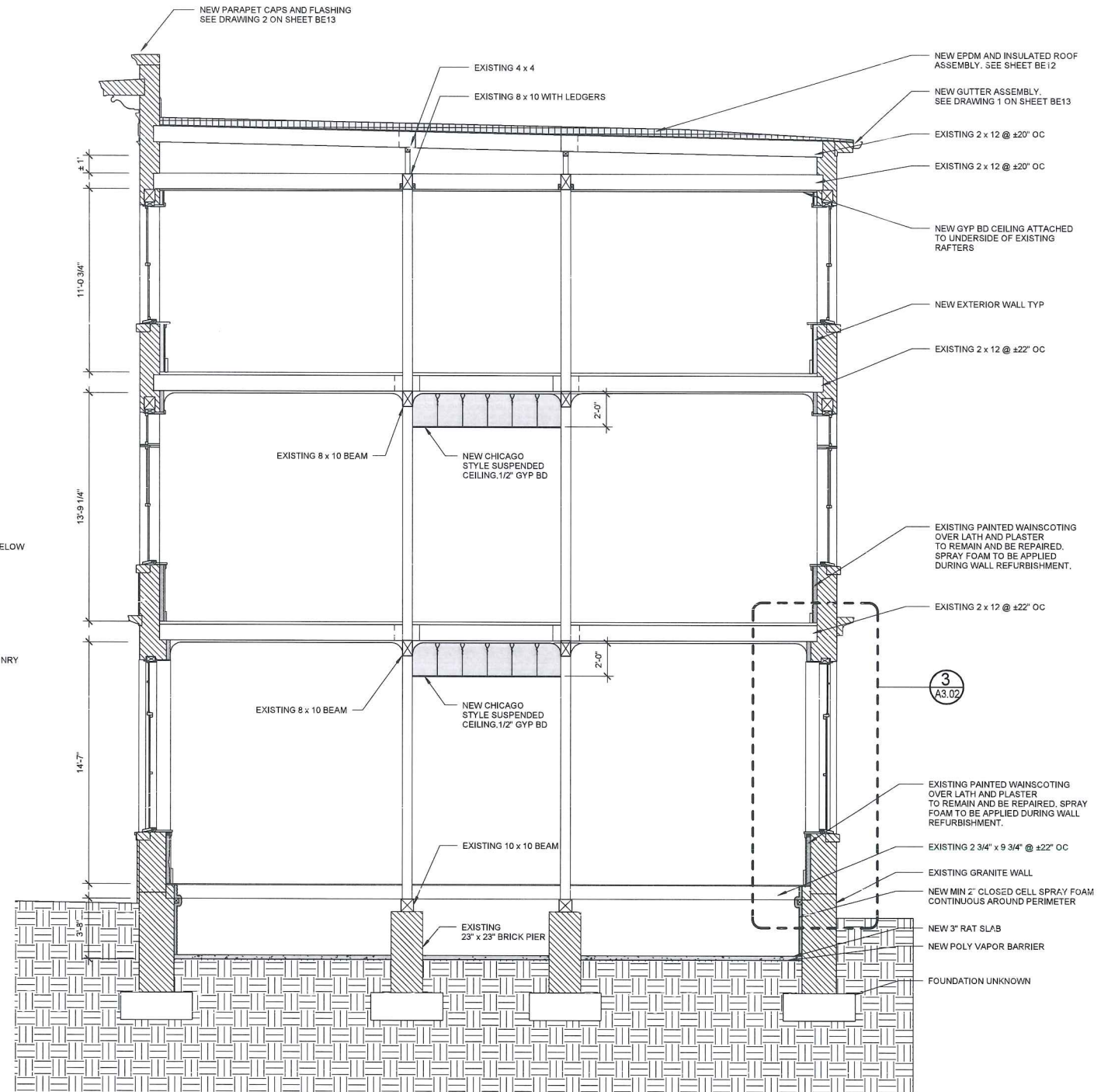
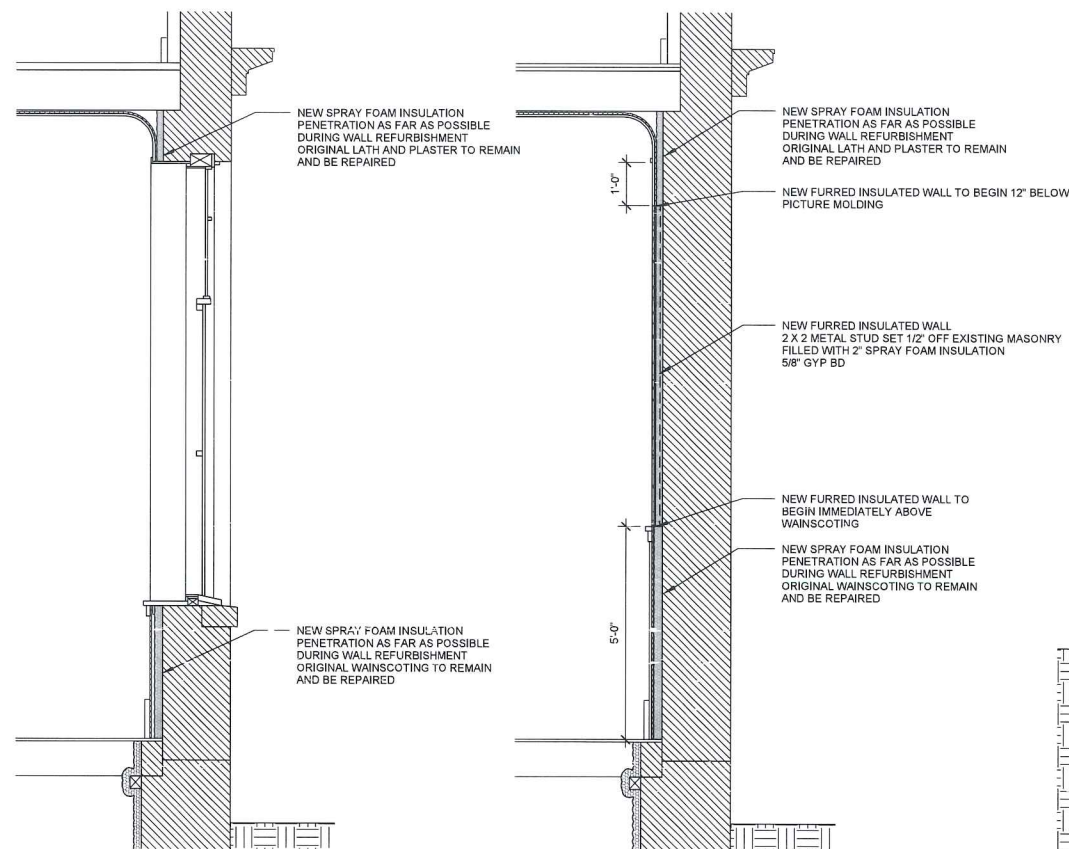
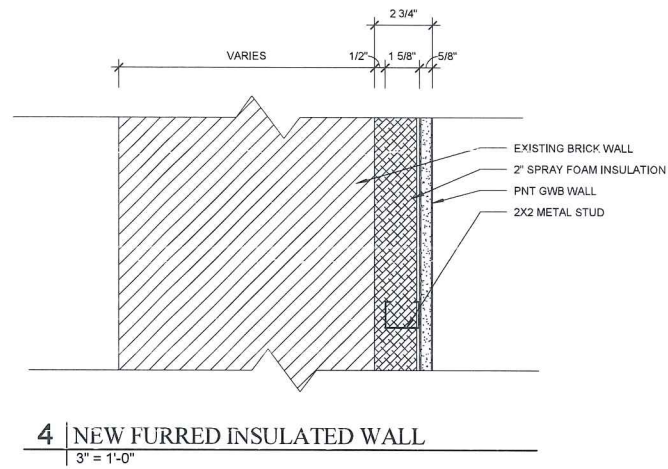
Architect:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEA.COM

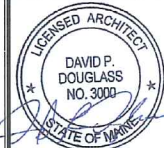
Project:
GRAND TRUNK BUILDING
LINDA STREET
PORTLAND, ME

Revisions:

Date: MAR 10 2016
Scale: As indicated
PROPOSED SECTIONS

A3.02



		 Prepared For: GORHAM SAVINGS BANK 10 WENTWORTH DRIVE GORHAM, ME 04038 Consultant: Building Envelope Specialists PO BOX 2885 SOUTH PORTLAND MAINE 04116 PHONE: 207 460-0886
7 SOUTH WEST IMAGE ELEVATION NTS	8 WEST IMAGE ELEVATION NTS	9 NOT USED NTS
		
4 EAST IMAGE ELEVATION NTS	5 SOUTH EAST IMAGE ELEVATION NTS	6 SOUTH IMAGE ELEVATION NTS
		
1 NORTH WEST IMAGE ELEVATION NTS	2 NORTH IMAGE ELEVATION NTS	3 NORTH EAST IMAGE ELEVATION NTS

Architect:

ARCHETYPE architects

48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:

GRAND TRUNK BUILDING

1 LINDA STREET
PORTLAND, ME

Revisions:

Date: MAR 10 2016

Scale: As indicated

ELEVATION IMAGES

BE00

PROJECT NOTES

- A. ALL REPAIR WORK WILL BE COMPLETED IN ACCORDANCE TO THE GUIDELINES OUTLINED IN CURRENT PRACTICES IN THE CONSTRUCTION INDUSTRY, ALL NATIONAL, STATE, LOCAL, BUILDING CODES, AND THE MOST RECENT SET OF CONSTRUCTION DOCUMENTS AND SPECIFICATIONS BY THE DESIGN TEAM. ALL REVISED SKETCHES AND ADDENDUMS ISSUED AFTER THE START OF REPAIR WORK WILL SUPERSEDE ALL PREVIOUS ARCHITECTURAL DETAILS.
- B. ALL ACCESSORY ITEMS ATTACHED TO THE BUILDING INCLUDING BUT NOT LIMITED TO ELECTRICAL SERVICE, LIGHTING CONDUIT, PLUMBING OR OTHER ARE THE RESPONSIBILITY OF THE CONTRACTOR TO SAFE AND OR RELOCATE DURING CONSTRUCTION.
- C. BUILDING TYPE: MULTI WYTHE BRICK MASONRY.
- D. CONTRACTOR AND OR SUB-CONTRACTORS TO SUBMIT ALL MATERIALS USED FOR CONSTRUCTION WORK FOR APPROVAL PRIOR TO THE START OF WORK. ENSURE ALL MORTAR INGREDIENTS ARE FRESH WITH DOCUMENTED DATES OF MANUFACTURE SUBMITTED TO (BES) FOR APPROVAL. NO LIME OR CEMENT PRODUCTS INCLUDING PATCHING MORTAR SHALL BE OLDER THAN 6 MONTHS FROM TIME OF MANUFACTURING.
- E. MORTAR MIXTURES TO COMPLY WITH ASTM C1713-12.
- PORTLAND CEMENT: ASTM 150, TYPE I, NON-STAINING GRAY OR WHITE CEMENT, WITHOUT AIR ENTRAINMENT AS REQUIRED TO MATCH ORIGINAL MORTAR. FLY ASH, SLAG AND POZZOLANS ARE NOT PERMITTED AS SUBSTITUTES FOR PORTLAND CEMENT.
 - HYDRATED LIME: ASTM C207, TYPE S, INCORPORATED AS A FINELY DIVIDED POWDER IN UNIFORM PARTICLE SIZE, FREE OF LUMPS, FLAKES OR OTHER INCONSISTENCIES.
 - MORTAR AGGREGATE: ASTM C144, NATURAL SAND AGGREGATE TO BE SELECTED TO MATCH THE COLOR AND TEXTURE OF THE ORIGINAL MORTAR AGGREGATES AS CLOSELY AS POSSIBLE WHILE REMAINING IN COMPLIANCE WITH ASTM C144 GRADING AND SOUNDNESS REQUIREMENTS.
 - MORTAR COLORS: INORGANIC MINERAL OXIDES MEETING THE REQUIREMENTS OF ASTM C797, AT LEVELS NOT TO EXCEED 10% ON CEMENT WEIGHT, EXCEPT FOR CARBON BLACK, WHICH MAY NOT EXCEED 2% ON CEMENT WEIGHT.
 - WATER: POTABLE, FREE OF DELETERIOUS QUANTITIES OF MATERIALS WHICH MAY AFFECT MORTAR PERFORMANCE OR APPEARANCE.
- F. STORE ALL MASONRY MATERIAL AS PER THE RECOMMENDATIONS OF THE BRICK INDUSTRY ASSOCIATION AND THE MASONRY INSTITUTE OF AMERICA.
- G. COORDINATE ALL REPAIR ACTIVITIES AS PER THE MASTER CONSTRUCTION SCHEDULE, WITH OTHER SUB-TRADES, AND WITH OWNER TO MINIMIZE EXPOSURE TO PEDESTRIANS, VEHICLES, AND ADJACENT BUILDINGS.
- H. USE NECESSARY MEANS TO PROTECT ALL EXPOSED BUILDING AREAS FROM DAMAGE CAUSED BY WEATHER EVENTS OR OTHER ENVIRONMENTAL SITUATIONS DURING THE CONSTRUCTION PROCESS UNTIL THE REPAIR WORK IS DEMED WEATHER-TIGHT. CONTRACTOR TO USE NECESSARY MEANS TO PROTECT ALL EXPOSED BUILDINGS AREAS, ADJACENT STRUCTURES, PEDESTRIANS, AND VEHICLES FROM DAMAGE CAUSED BY CONSTRUCTION RELATED ACTIVITIES DURING THE DURATION OF THE PROJECT. PROTECT ALL COMPLETED WORK UNTIL FINAL INSPECTION AND ACCEPTANCE BY THE DESIGN TEAM.
- I. INSPECT ALL WORK OUTLINED ON CONSTRUCTION DOCUMENTS PRIOR TO THE BEGINNING OF REPAIR EFFORTS. NOTIFY (BES'S) PROJECT MANAGER WITHIN 24 HOURS IF ADDITIONAL SCOPE ITEMS ARE UNCOVERED BEYOND THE SCOPE OF THE CURRENT CONSTRUCTION DOCUMENTS.
- J. CONTRACTOR IS RESPONSIBLE FOR ANY SHORING AND SUPPORTING ENGINEERING AND DESIGN FOR AREAS DESIGNATED "REBUILD". SHORING IS PART OF "MEANS AND METHODS" AND IS NOT THE RESPONSIBILITY OF THE ARCHITECT, CONSULTANTS OR BUILDING ENGINEER. CONTRACTOR MUST SUBMIT SHORING PLAN PRIOR TO COMMENCING WITH WORK.
- K. HOT AND COLD WEATHER MASONRY CONSTRUCTION AND QUALITY CONTROL REQUIRE SOME ADDITIONAL ATTENTION TO CONSTRUCTION PRACTICES AND PROTECTION. SEE STANDARDS SET FORTH BY THE BRICK INDUSTRY ASSOCIATION AND THE MASONRY INSTITUTE OF AMERICA.
- L. ALL JOINTS BETWEEN BRICK AND GRANITE TO BE BACKER ROD AND SEALANT JOINTS.
- M. ALL SEALANT JOINTS TO BE SANDED TO MATCH MORTAR JOINTS.
- N. (BES) WILL PERFORM REGULAR INSPECTIONS OF THE RESTORATION WORK OVER THE DURATION OF THE PROJECT. THESE INSPECTIONS WILL BE CONSIDERED AS PART OF THE "PUNCH LIST" INSPECTION PROCESS. ITEMS, WHICH DO NOT FOR CONFORM WITH THE INTENT OF THE CONSTRUCTION DOCUMENTS, SPECIFICATIONS OR INDUSTRY STANDARDS WILL BE MARKED WITH FLORESCENT MARKER WITH INSTRUCTIONS GUIDING THE CONTRACTOR WHAT TO CORRECT. CORRECTIONS ARE COMPLETED, (BES) WILL INSPECT AGAIN AND REMOVE THE TAPE IF SATISFIED. ONLY BUILDING ENVELOPE SPECIALISTS OR AN AGENT OF IS AUTHORIZED TO REMOVE THE FLORESCENT MARKER.
- O. ALL SCAFFOLD ATTACHMENT IS TO BE IN MORTAR JOINTS. THE REMAINING HOLES LEFT AFTER THE SCAFFOLD COMES DOWN MUST BE GROUND OUT 4" WIDE ALONG THE JOINT AND FILLED BY THE MASON ONLY.
- P. ALL CRACKED OR BROKEN BRICK TO BE REPLACED IN ALL LOCATIONS. IF CIRCUMSTANCES MAKE REMOVAL DETRIMENTAL TO ADJACENT AREAS DISCUSS WITH (BES) BEFORE PROCEEDING.
- Q. EACH ELEVATION OF THE BUILDING IS TO HAVE A PREWASH DONE WITH ONERESTORE. THIS MUST BE DONE PRIOR TO ANY MOCKUPS. A FINAL WASH MUST ALSO BE DONE ON EACH ELEVATION USING PROSOCO SURE-KLEAN 600 MASONRY WASH WITH A STARTING MIX OF 14:1 AND NO GREATER THAN A 10:1 MIX - ACID BURNED MASONRY JOINTS WILL BE RAKED OUT AND REPOINTED IN ALL CASES.
- R. BRICK REPLACEMENT ON FLOORS ONE TWO AND THREE - CONTRACTOR TO ANTICIPATE 5 BRICK REPLACEMENT PER SQUARE OF FACE BRICK.
- S. BRICK REPLACEMENT ABOVE THIRD FLOOR - CONTRACTOR TO ANTICIPATE 15 BRICK REPLACEMENT PER SQUARE OF FACE BRICK.
- T. CONTRACTOR TO CARRY A 500 BRICK PATCHING ALLOWANCE. PATCH EXISTING BRICKS WITH JAHN M 100 BY CATHEDRAL STONE PRODUCT - PROVIDE A UNIT PRICE TO PATCH AND REPAIR A DAMAGED BRICK. (PRO RATED)
- U. CONTRACTOR TO CARRY AN ALLOWANCE FOR GRANITE REPLACEMENT BASED ON THESE DRAWINGS.
- V. REMOVE ALL RUST STAINING USING CATHEDRAL STONE masonRE HEAVY DUTY RUST REMOVER PER MANUFACTURE'S INSTRUCTIONS FOR STONE AND CLAY MASONRY
- W. FRONT STAIR HAND RAIL RESTORATION - REMOVE HANDRAIL, SANDBLAST, REPAIR AND DAMAGE AND POWDER COAT GLOSS BLACK. REMOVE ALL STUDS AND LUGS AND INSERTS FROM GRANITE STEPS AND INSTALL STAINLESS STEEL MOUNTING STUDS WITH EPOXY FOR RE-INSTALLTION OF HANDRAIL. ALL HARDWARE FOR INSTALLATION TO BE STAINLESS STEEL.
- X. AREAS AND QUANTITIES INDICATED ON BID DOCUMENTS ARE APPROXIMATES. MASONRY CONTRACTOR SHALL CARRY QUANTITIES AND SQUARE FOOTAGE SUFFICIENT TO COMPLETE THE INDICATED TASK.
- Y. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL ITEMS ON THE BUILDING THAT MAY INTERFERE WITH THE WORK PROPOSED IN THESE DRAWINGS. ITEMS NOT SHOWN ON THE DRAWINGS THAT MUST BE REMOVED OR ALTERED EVEN IN A TEMPORARY FASHION MUST BE ACCOUNTED FOR PRIOR TO THE START OF WORK. IF YOU ARE UNSURE OF A CERTAIN SITUATION PLEASE CONTACT BES BEFORE PROCEEDING. FAILURE TO VISI THE BUILDING IN PERSON AND VERIFY ITEMS THAT MAY IMPEDE WORK WILL NOT BE REASON FOR A COST ADD AT A LATER DATE.
- S. PLEASE ASK QUESTIONS. BUILDING ENVELOPE SPECIALISTS IS ALWAYS WILLING TO PROVIDE CLARIFICATION TO THESE DOCUMENTS AS NEEDED WITHIN REASON. PLEASE SUBMIT ALL QUESTIONS IN WRITING IN THE FORM OF A "REQUEST FOR INFORMATION" (RFI).
- T. CONTRACTOR IS REQUIRED TO SUBMIT FOR ALL PRODUCTS USED FOR THIS JOB - ALL PRODUCT SUBMITTALS MUST HAVE A COVER SHEET INDICATING THAT IT IS A SUBMITTAL AND ALL THE PERTINENT DATA NEEDED TO BE EVALUATED. SUBMITTALS WILL HAVE A MINIMUM OF ONE WEEK FOR REVIEW.
- U. A SUBSTITUTION IS NOT A SUBMITTAL. A SUBSTITUTION REQUEST MUST HAVE A COVER SHEET INDICATING IT IS A "REQUEST FOR SUBSTITUTION". ALL PERTINENT DATA FOR THE SUBSTITUTED PRODUCT AND THE SPECIFIED PRODUCT MUST BE PART OF THE REQUEST. A REQUEST MADE WITHOUT ALL THE INFORMATION INDICATED WILL BE REJECTED. REQUESTS FOR SUBSTITUTION WILL HAVE A MINIMUM OF TWO WEEKS FOR REVIEW.
- V. ALL DAMAGE TO GROUNDS SURROUNDING THE PROJECT MUST BE RESTORED TO ORIGINAL CONDITION OR BETTER WHEN SITE IS DEMOBILIZED, THIS MAY INCLUDE BUT IS NOT LIMITED TO GRASS, GARDENS, SHRUBS AND GARDENS, DAMAGED PAVEMENT FENCES OR OTHER HARD-SCAPE ITEMS.
- U. CONTRACTOR TO CARRY A TBD BRICK REPLACEMENT ALLOWANCE - PROVIDE A UNIT PRICE IN BIDDING FOR BRICK REPLACEMENT. (PRO RATED)
- V. CONTRACTOR TO CARRY A TBD BRICK PATCHING ALLOWANCE. PATCH EXISTING BRICKS WITH JAHN M 100 BY CATHEDRAL STONE PRODUCT - PROVIDE A UNIT PRICE TO PATCH AND REPAIR A DAMAGED BRICK. (PRO RATED)
- W. FIRE ESCAPE RESTORATION - SANDBLAST EXISTING STEEL FIRE ESCAPE. TREAT WITH RUST PREVENTIVE EPOXY PRIMER, TOP WITH EPOXY PAINT. THIS WORK IS PART OF PHASE 4
- X. REMOVE ALL RUST STAINING USING CATHEDRAL STONE masonRE HEAVY DUTY RUST REMOVER PER MANUFACTURE'S INSTRUCTIONS FOR STONE AND CLAY MASONRY.

KEY NOTE LEGEND

- (RR) **RAKE OUT & RE-POINT:** RAKE OUT ALL JOINTS TO A MINIMUM DEPTH OF 1" UNLESS OTHERWISE NOTED. RE-POINT JOINTS IN MASONRY WITH A PROPORTIONALLY MIXED BY VOLUME POINTING MORTAR. DO NOT LET HARDEN ON THE SURFACE OF MASONRY. MORTAR MUST CURE A MINIMUM OF 7 TO 14 DAYS PRIOR TO FINAL WASHING. WASH MASONRY WITH SPECIFIED PRODUCT LISTED IN THESE DOCUMENTS. ADDITIONAL WASHES MAY BE NECESSARY TO OBTAIN THE DESIRED APPEARANCE.
- (S) **SEALANT:** - INSTALL NEW CLOSED CELL FOAM BACKER ROD AS REQUIRED AFTER RE-POINTING. INSTALL SEALANT PER THE DETAILS AND MANUFACTURERS SPECIFICATIONS. CONTRACTOR WILL COORDINATE A PULL TEST APPROVAL WITH SEALANT MANUFACTURER'S REP FOR WARRANTY PURPOSES AND SUBMIT A COPY TO BES. ALL SEALANT JOINTS TO BE SANDED TO MATCH MORTAR.
- (HCS) **HELICAL CRACK STITCH:** INSTALL 4MM S.S. HELICAL ANCHORS BY HELIFIX CORP. AS PER MANUFACTURES RECOMMENDATIONS. THE DIGIT IN THE KEYNOTE SYMBOL REPRESENTS THE NUMBER OF STITCHING ANCHORS RECOMMENDED WITHIN THE DEFINED AREA OF REPAIR. PLACE STITCHING AS INDICATED IN THE DRAWINGS AND DETAILS.
- (HWT) **HELICAL WALL TIES:** INSTALL IN AREAS INDICATED 6MM HELICAL WALL TIES BY HELIFIX CORP. THRU THE FACE BRICK MORTAR JOINTS INTO THE BACKUP MATERIAL AS INDICATED IN THE DRAWINGS AND DETAILS. ALSO REFERENCE THE MANUFACTURER'S SPECIFICATION FOR DEPTH OF PENETRATION INTO BACK UP AND DEPTH OF HELICAL WALL TIE HEAD BEHIND MORTAR JOINT. AREAS WHERE WALL TIES ARE INSTALLED, THE ENTIRE FIELD IS TO BE RAKED OUT AND REPOINTED AS THE ABOVE "RR" NOTE INDICATES.
- (RMA) **REPLACE MASONRY UNITS:** REMOVE THE BROKEN SPALLED OR DAMAGED MASONRY UNITS AND REPLACE WITH MATCHING MASONRY.
- (RB) **REBUILD:** REMOVE AND REBUILD INDICATED MASONRY 1 WYTHE DEEP (UON). REBUILD USING EXISTING MATERIALS IF POSSIBLE. OTHER WISE, MATCH EXISTING MATERIALS. REASSEMBLE TO MATCH ORIGINAL CONFIGURATION AT ALL LOCATIONS. LAY NEW MASONRY VENEER TRUE AND PLUMB WITH PROPORTIONALLY MIXED MORTAR TO MATCH EXISTING IN COLOR, POINTING PROFILE AND SAND SELECTION. REMOVE RESIDUAL MORTAR FROM ADJACENT MATERIAL IMMEDIATELY. DO NOT LET HARDEN ON MASONRY FACE. MORTAR MUST CURE FOR AT LEAST 14 TO 30 DAYS PRIOR TO FINAL WASH (CURING TIME MAY VARY DEPENDING ON WEATHER CONDITIONS). WASH MASONRY WITH SPECIFIED PRODUCT LISTED IN THESE DOCUMENTS. ADDITIONAL WASHES MAY BE NECESSARY TO OBTAIN THE DESIRED APPEARANCE.
- IN ALL AREAS MARKED AS REBUILD INSTALL 6MM HELICAL WALL TIES AS PER THE DETAILS IN THIS DRAWING SET. FINAL POINTING OF THE ARE WILL ALSO BE REQUIRED.
- (P) **PATCH:** REMOVE LOOSE, SCALING OR SPALLING MASONRY. PATCH WITH PRODUCT INDICATED IN THIS DRAWING SET SPECIFIC TO THE MATERIAL BEING PATCHED.
- (E) **EPOXY:** CONTRACTOR WILL APPLY THE 2-PART EPOXY RESIN TO REPAIR MASONRY ELEMENTS. IF MATERIAL IS FRACTURED INTO LOOSE PIECES, DRILL AND EPOXY 3/16" S.S. THREADED ANCHORING PINS INTO ELEMENTS AS PART OF THE REPAIR. IF THE CAUSE OF CRACKING IS DUE TO STRUCTURAL LOADING, CONTACT BUILDING ENVELOPE SPECIALISTS FOR ADDITIONAL REPAIR MEASURES. IF SECTION OF STONE IS LOOSE, REMOVE, CLEAN, AND EPOXY IN ORIGINAL LOCATION
- (WC) **WEATHER CAP:** - INSTALL WEATHERCAP LEAD STONE FLASHING STRIPS IN ALL LOCATIONS LOCATION WHERE TEE'S ARE INDICATED ON DRAWINGS. USE SIZE OF STRIPS AS RECOMMENDED BY MANUFACTURER AND COMPATIBLE WITH STYLE AND CONFIGURATION OF EXISTING. STRIPS SHOULD BE OF SUFFICIENT SIZE TO COVER THE SEALANT JOINT WIDTH, PLUS A PERCENTAGE ALLOWANCE FOR ANTICIPATED. IN ALL LOCATIONS WHERE THERE IS A LUG AS PART OF THE MASONRY THE WEATHERCAP WILL LAP UP AND OVER THE TOP OF THE LUG.
- (CL) **CLEAN:** PRE-WASH ALL THE MASONRY AND MORTAR JOINTS WITH SPECIFIED PRODUCT BELOW, AFTER COMPLETION OF REPAIR A FINAL WASH MUST ALSO BE DONE WITH THE SPECIFIED PRODUCT BELOW. PROTECT ALL NON BRICK MASONRY AREAS FROM CLEANING SOLUTION. WHEN CLEANING BE SURE TO WASH ALL MASONRY RETURNS AT WALLS AND WINDOW / DOOR OPENINGS AS WELL AS ALL SIDES OF COLUMNS.

KEY NOTE LEGEND

- | | | | | | | | |
|------|--|--|-------|--|------------------------|--|------------------|
| (RR) | | RAKE OUT AND RE-POINT | (HCS) | | HELICAL CRACK STITCH | | PATCH MASONRY |
| (RB) | | REBUILD | (EP) | | EPOXY CRACK IN MASONRY | | EXISTING GRANITE |
| (S) | | BACKER ROD AND SEALANT SANDED JOINT TYP. | (HWT) | | HELICAL WALL TIE | | |

MORTAR MIX

TYPE "N" POINTING MORTAR RECIPE:
1 PART PORTLAND CEMENT
1 PART HYDRATED LIME
6 PARTS SHARP SAND

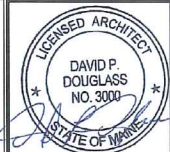
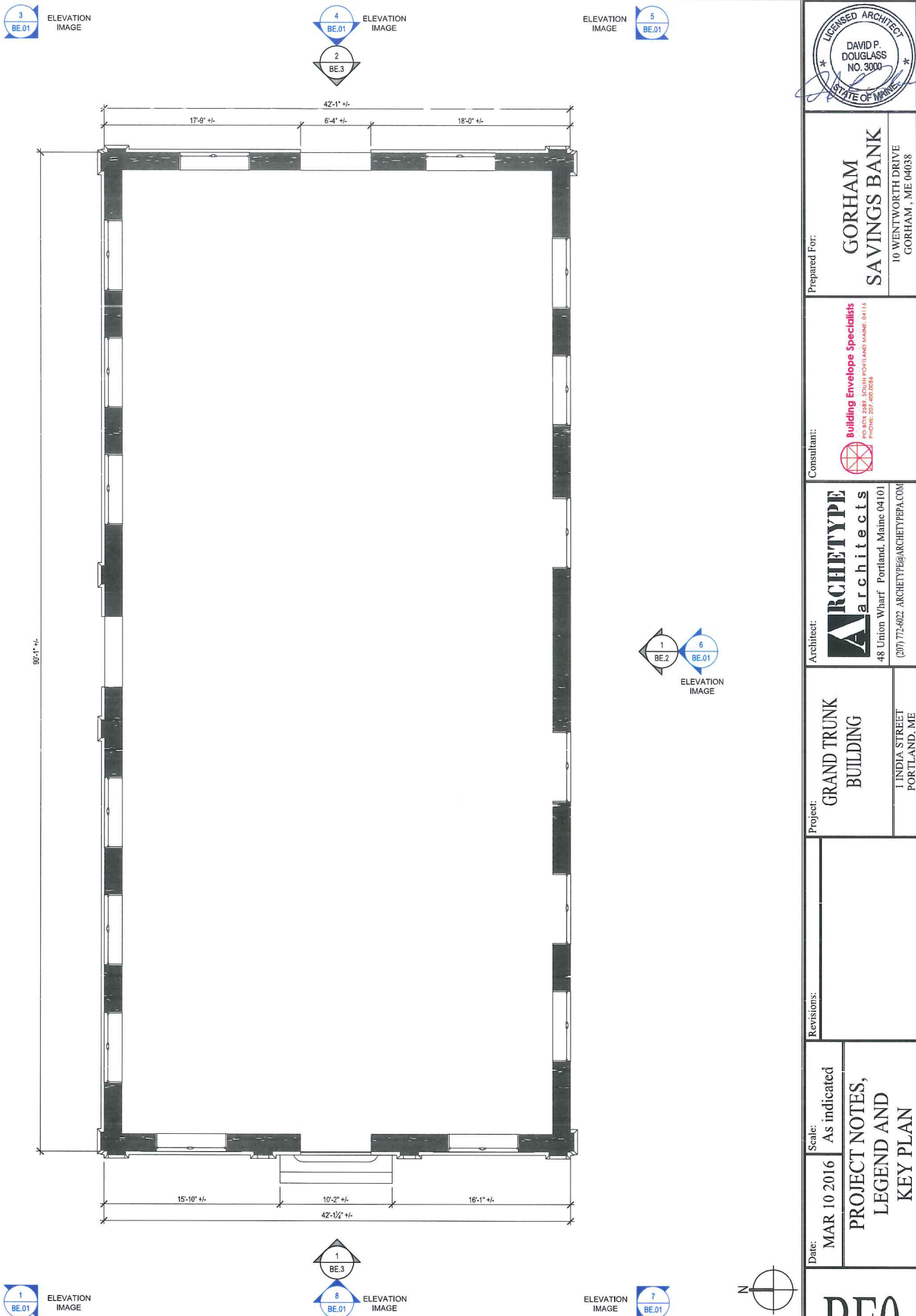
PRODUCTS USED IN THIS PROJECT

1. PROPORTIONALLY MIXED TYPE "N" MORTAR - NOT BAG MORTAR
2. TEMPORARY SHORING ENGINEERED PLAN (IF APPLICABLE)
3. SEALANT - TREMCO DYMONG 240FC (SINGLE PART)
4. BACKER ROD - SANDILL
5. EPOXY - HILTI HIT-HY 200, USED TO SECURE S.S. PINS SHALL BE
6. EPOXY - AKEPOX 1004 BY AKEMI, USED TO SECURE FRACTURED MASONRY
7. PRE-WASH - ONERESTORE MASONRY CLEANER
8. FINAL WASH - KLEAN 600 FINAL MASONRY WASH WITH A STARTING WASH OF 14:1 AND NO GREATER THAN A 10:1
9. MASONRY PATCH - GRANITE - JAHN M160 BY CATHEDRAL STONE PRODUCTS
10. RUST STAIN REMOVER - masonRE BY CATHEDRAL STONE PRODUCTS
11. WALL TIES AND CRACK STITCHING - 4 AND 6MM HELIFIX STAINLESS STEEL TIE SYSTEM.
12. LEAD JOINT CAP - WEATHER CAP LEAD STONE FLASHING STRIPS

REQUIRED MOCKUPS

CONTRACTOR TO PROVIDE MATERIAL MOCK-UP'S AND SAMPLES OF EACH FOR THE FOLLOWING ITEMS, APPROVAL FROM THE ARCHITECT AND/ BES IS REQUIRED BEFORE PROCEEDING WITH WORK:

- POINTING MORTAR AND JOINT PROFILE - 2'X2' ON THE BUILDING
- SEALANT 2 LINEAR FEET - PROVIDE PULL TEST RESULTS SUBMITTAL PRIOR TO WORK.
- MASONRY FINAL WASH
- GRANITE PATCH AND REPAIR



Prepared For:
GORHAM SAVINGS BANK
10 WENTWORTH DRIVE
GORHAM, ME 04038

Consultant:
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PHONE: 207-400-0066

Architect:
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(207) 772-0022 ARCHETYPE@ARCHETYPEA.COM

Project:
GRAND TRUNK BUILDING
1 LINDIA STREET
PORTLAND, ME

Revisions:

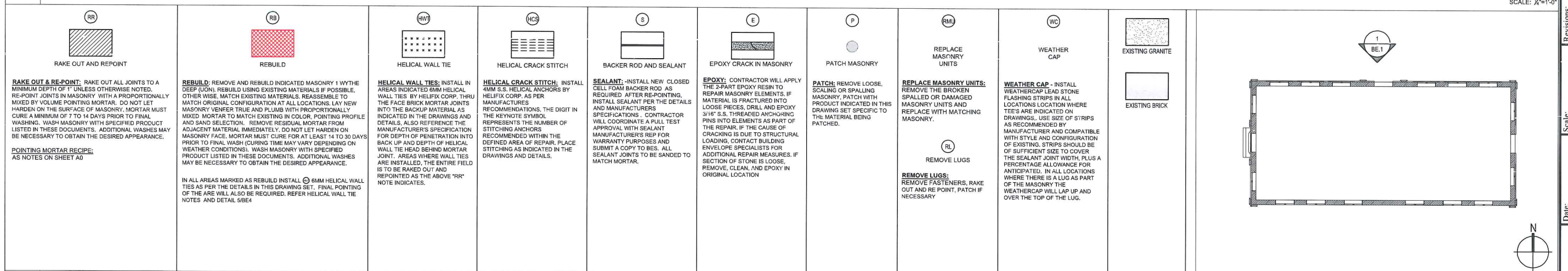
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PROJECT NOTES, LEGEND AND KEY PLAN

REN

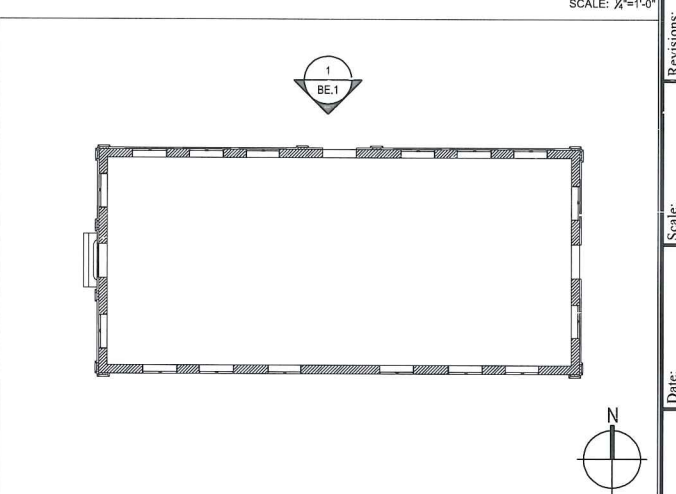


1	NORTH ELEVATION
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SCALE: $\frac{1}{4}"=1'-0"$



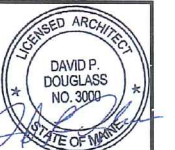
1	PROJECT NOTES AND KEY NOTE LEGEND
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KEY PLAN

SCALE: $\frac{1}{4}"=1'-0"$

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



GORHAM
SAVINGS BANK

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ARCHITYPE
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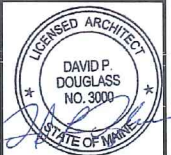
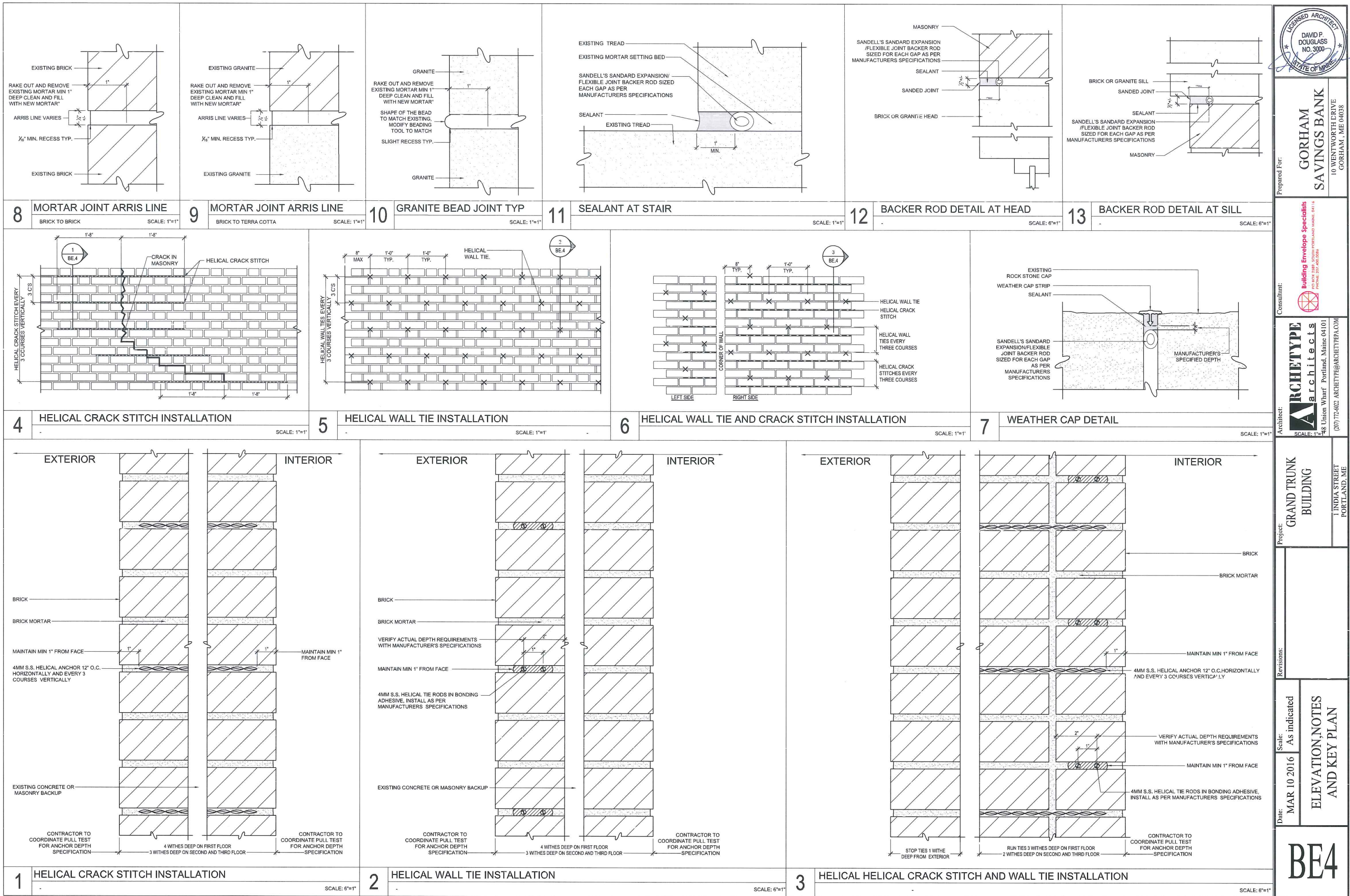
GRAND TRUNK
BUILDING

1 INDIA STREET
PORTLAND, ME

MAR 10 2016	As indicated
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BE1

BE2



Prepared For:
GORHAM SAVINGS BANK
10 WENTWORTH DRIVE
GORHAM, ME 04038

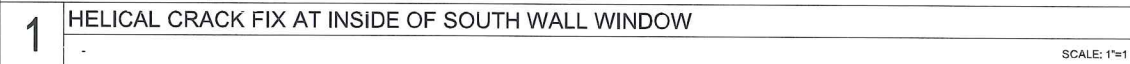
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1000 12th Ave. SE, Suite 100
Portland, ME 04101
PHONE 207.480.3284

Architect:
ARCHETYPE architects
148 Union Wharf Portland, Maine 04101
ARCHETYPE@ARCHETYPEA.COM
SCALE: 1"=1"

Project:
GRAND TRUNK BUILDING
1 INDIA STREET
PORTLAND, ME

Revisions:
Date: MAR 10 2016
Scale: As indicated
ELEVATION, NOTES AND KEY PLAN

BE4



4	NOT USED
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UNIT	SIZE: WIDTH X HEIGHT MASONRY OPENING EAST	CONTRACTOR VERIFIED SIZE, INTERIOR PAINT OR STAIN?	TYPE	COMMENTS	ALTERNATE
1E01	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
1E02	6'-6" X 3'-3"		D	HALF ROUND TRANSOM ONLY W/ INT STORM	1
1E03	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
2E01	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2E02	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2E03	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
3E01	6'-6" X 7'-0"		C	WINDOW	2
3E02	6'-6" X 7'-0"		C	WINDOW	2
3E03	6'-6" X 7'-0"		C	WINDOW	2
WEST					
1W01	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
1W02	6'-6" X 3'-3"		D	HALF ROUND TRANSOM ONLY W/ INT STORM	1
1W03	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
2W01	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2W02	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2W03	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
3W01	6'-6" X 7'-0"		C	WINDOW	2
3W02	6'-6" X 7'-0"		C	WINDOW	2
3W03	6'-6" X 7'-0"		C	WINDOW	2
NORTH					
1N01	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
1N02	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
1N03	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
1N04	6'-6" X 3'-3"		D	HALF ROUND TRANSOM ONLY W/ INT STORM	1
1N05	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
1N06	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
1N07	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
2N01	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2N02	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2N03	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2N04	6'-6" X 9'-0"		E	WINDOW AND TRANSOM - EGRESS DOOR	2
2N05	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2N06	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2N07	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
3N01	6'-6" X 7'-0"		C	WINDOW	2
3N02	6'-6" X 7'-0"		C	WINDOW	2
3N03	6'-6" X 7'-0"		C	WINDOW	2
3N04	6'-6" X 7'-0"		C	WINDOW	2
3N05	6'-6" X 7'-0"		F	WINDOW - EGRESS DOOR	2
3N06	6'-6" X 7'-0"		C	WINDOW	2
3N07	6'-6" X 7'-0"		C	WINDOW	2
SOUTH					
1S01	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
1S02	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
1S03	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
1S04	6'-6" X 3'-3"		D	HALF ROUND TRANSOM ONLY W/ INT STORM	1
1S05	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
1S06	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
1S07	6'-6" X 10'-6"		A	ROUND TOP - INTERIOR STORM WINDOW	1
2S01	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2S02	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2S03	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2S04	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2S05	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2S06	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
2S07	6'-6" X 9'-0"		B	WINDOW AND TRANSOM	2
3S01	6'-6" X 7'-0"		C	WINDOW	2
3S02	6'-6" X 7'-0"		C	WINDOW	2
3S03	6'-6" X 7'-0"		C	WINDOW	2
3S04	6'-6" X 7'-0"		C	WINDOW	2
3S05	6'-6" X 7'-0"		C	WINDOW	2
3S06	6'-6" X 7'-0"		C	WINDOW	2
3S07	6'-6" X 7'-0"		C	WINDOW	2

[illegible]

WINDOWS	GREEN MOUNTAIN	EXTERIOR COLOR INTERIOR COLOR	FACTORY APPLIED COLOR: TBD FACTORY APPLIED COLOR: TBD
BREAK METAL	22 GA. KYNAR 500 FINISH	MATCH WINDOW COLOR	
SEALANT	DMYERIC 240 SINGLE PART POLYURETHANE SEALANT BY TREMCO	COLOR	TO BE DETERMINED
MEMBRANE FLASHING	GRACE ULTRA (BUTYL BASED <u>NOT ASPHALT BASED PRODUCT</u>)		

1. WINDOW PROTOTYPE AND MOCKUPS AS INDICATED.
2. WINDOW SILL PAN AND MEMBRANE APPLICATION TYPICAL WINDOW.
3. SEALANT APPLICATION - PROVIDE A MANUFACTURERS REP ONSITE PULL TEST PRIOR TO APPLICATION OF SEALANTS.

THE INTENSION OF THIS BASE BID IT TO INSTALL NEW GREEN MOUNTAIN MILESTONE SERIES WITH CUSTOM SASH AND FRAME DETAILS TO MATCH DRAWINGS. THE FIRST FLOOR WINDOWS WILL HAVE RESTORED HALF ROUND TRANSOMS REINSTALLED WITH A SINGLE PANE INTERIOR FIXED STORM WINDOW. SECOND AND THIRD FLOOR WINDOWS WILL BE COMPLETE REPLACEMENTS.

GLASS WILL BE 1/2" LOW E II GLASS WITH ARGON GAS.

WINDOWS WILL BE FACTORY PRIMED AND PAINTED BOTH INTERIOR AND EXTERIOR.

ALTERNATE #1: CONTRACTOR TO PRICE REPLACEMENT OF ROUND TOP WINDOWS TRANSOMS IN LIEU OF RESTORING EXISTING
THE NEW WINDOW UNITS WILL BE A COMPLETE REPLACEMENT AND HAVE 1" GLASS.

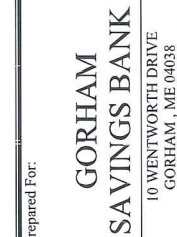
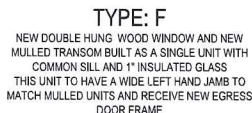
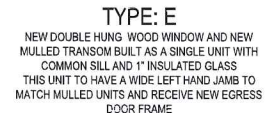
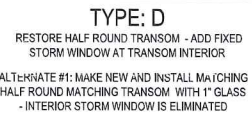
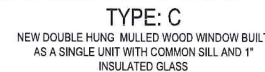
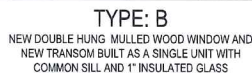
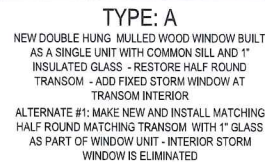
ALTERNATE#2: CONTRACTOR TO PROVIDE A PRICE TO REPLACE WOOD LINTELS AT SECOND AND THIRD FLOOR WINDOW HEADS WITH A PROPER LENGTH W8X31 AS SHOWN IN THE DRAWINGS. TWO PRICES SHOULD BE INCLUDED: THE FIRST PRICE WILL REFLECT A REPLACEMENT OF LINTELS ON AN INDIVIDUAL AS NEEDED BASIS AND THE SECOND PRICE WILL BE TO REPLACE ALL OF THEM IN KIND.

1S01

FIRST FLOOR, SOUTH, WINDOW ONE

WINDOW NUMBER
ELEVATION OF THE BUILDING
FLOOR OF THE BUILDING

N = NORTH
S = SOUTH
E = EAST
W = WEST
T = TOWER
B = BASEMENT
A = ATTIC



Architect:

ARCHETYPE
architects

18 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

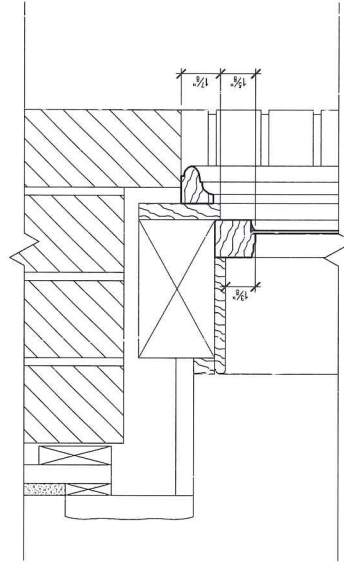
t: **GRAND TRUNK
BUILDING**
1 INDIA STREET
PORTLAND, ME

Revisions:

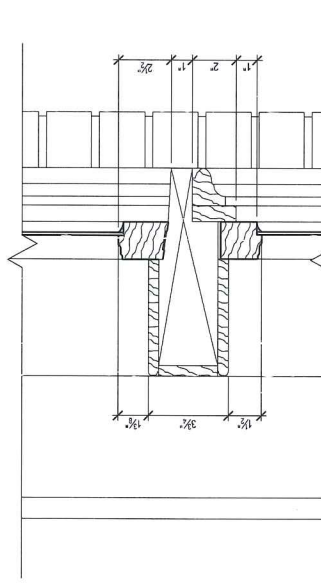
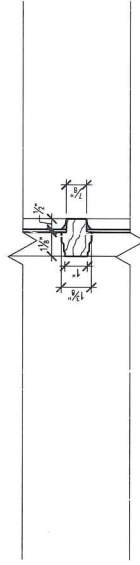
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e:	MAR 10 2016

WINDOW SCHEDULE AND ELEVATIONS

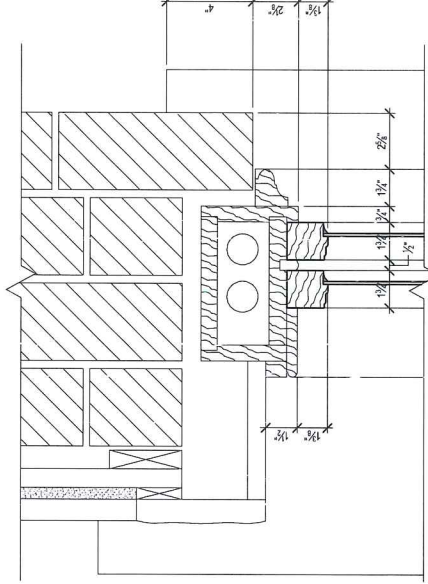
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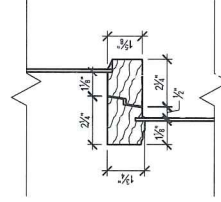
TRANSOM HEAD



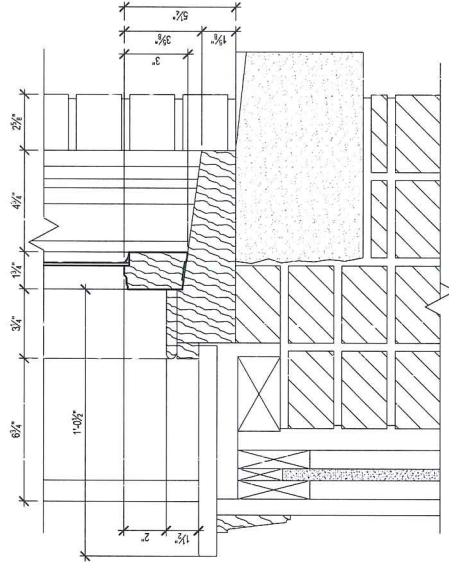
HEAD AT TRANSOM



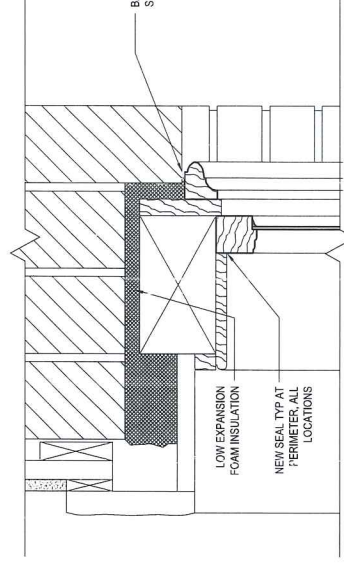
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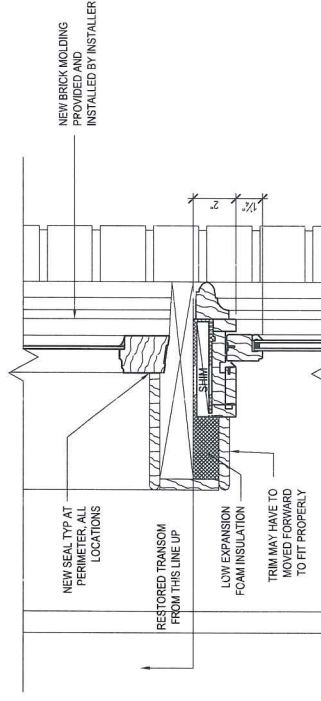
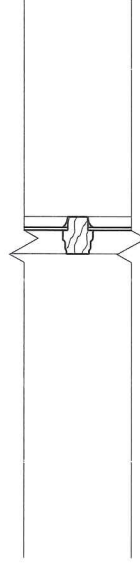
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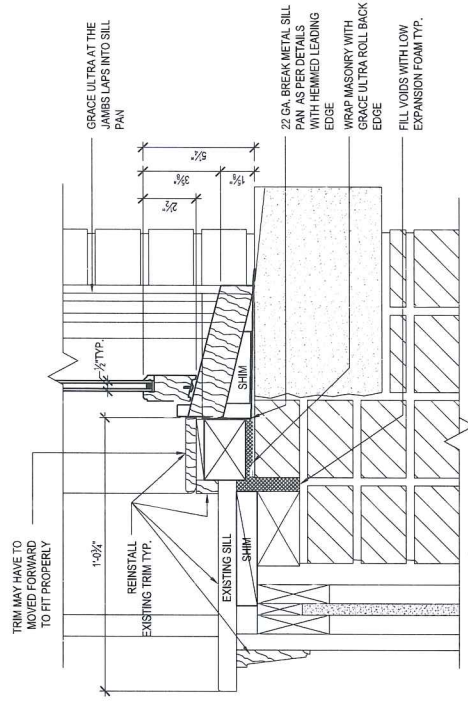
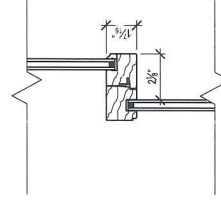
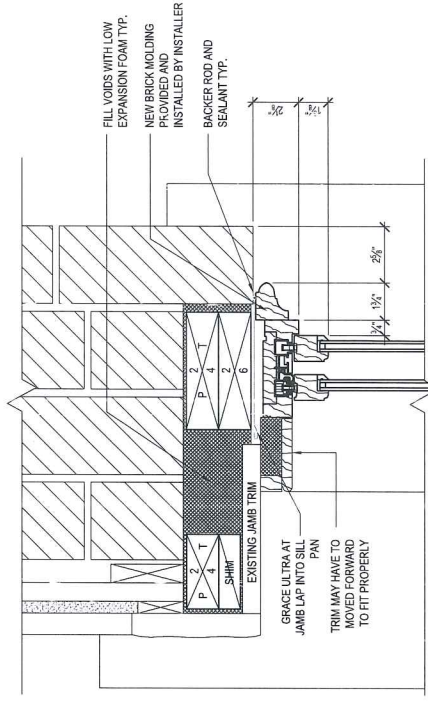
SILL



TRANSOM HEAD



HEAD AT TRANSOM



1 EXISTING FIRST FLOOR WINDOW DETAILS

SCALE: 1/8"=1'-0"

2 NEW FIRST FLOOR WINDOW DETAILS

SCALE: 1/8"=1'-0"

BE7

DATE: MAR 10 2016

SCALE: As indicated

Revisions:

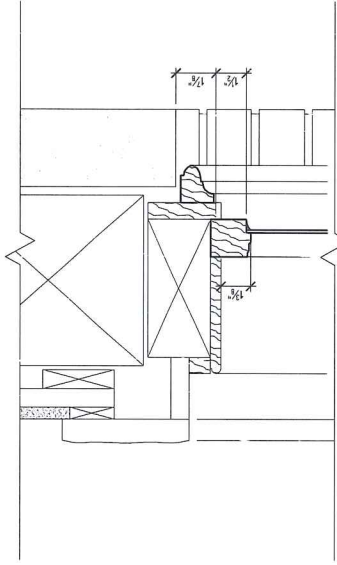
Project: GRAND TRUNK BUILDING

Architect: ARCHETYPE architects

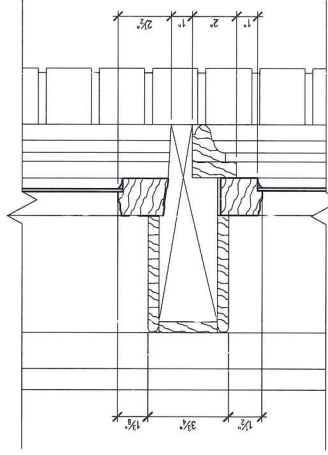
Consultant: Building Envelope Specialists

Prepared For: GORHAM SAVINGS BANK

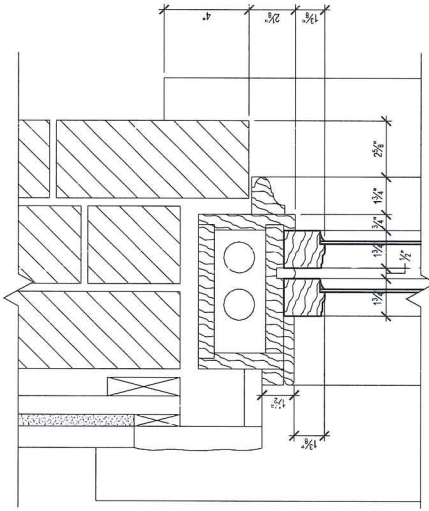
10 WENTWORTH DRIVE
GORHAM, ME 04038



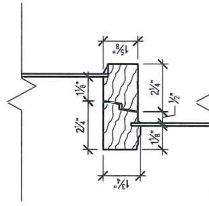
TRANSOM HEAD



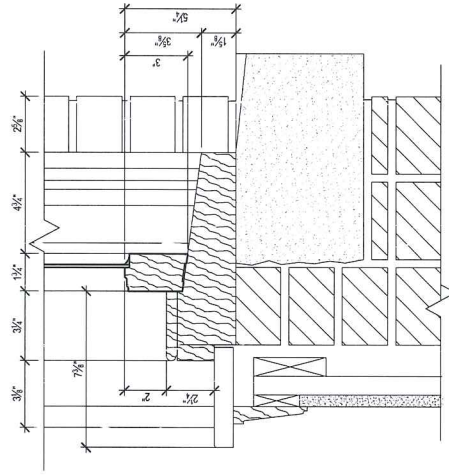
HEAD AT TRANSOM



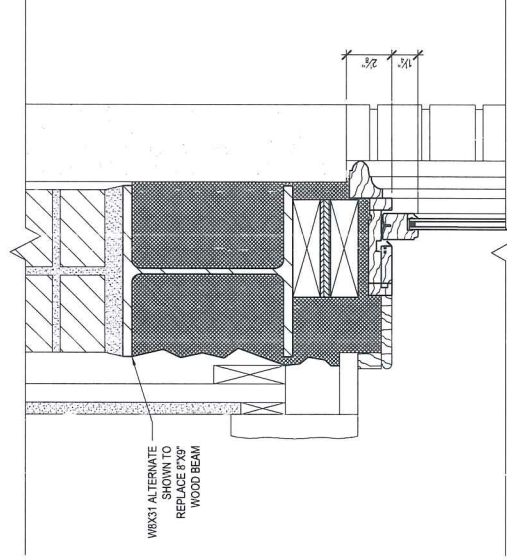
JAMB



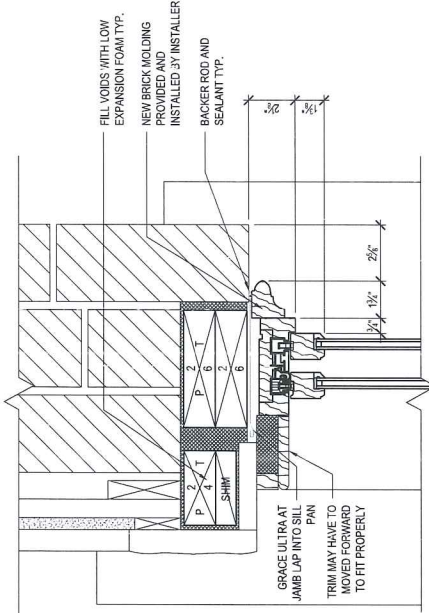
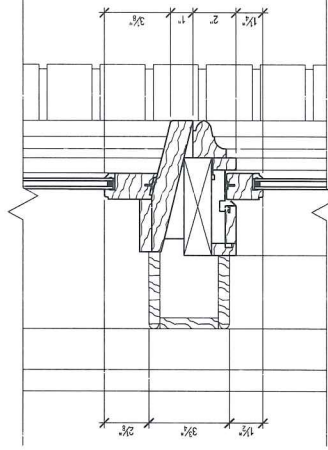
MEETING RAIL



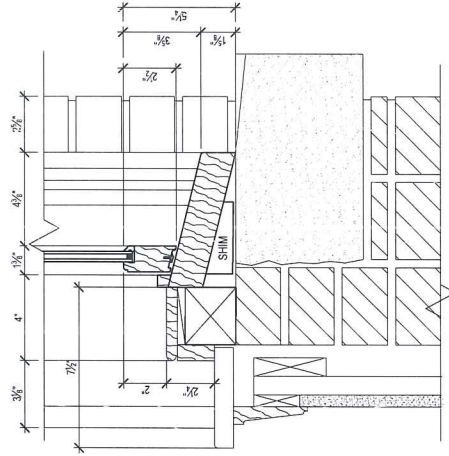
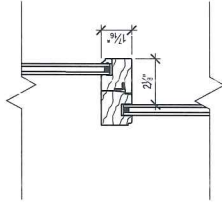
SILL

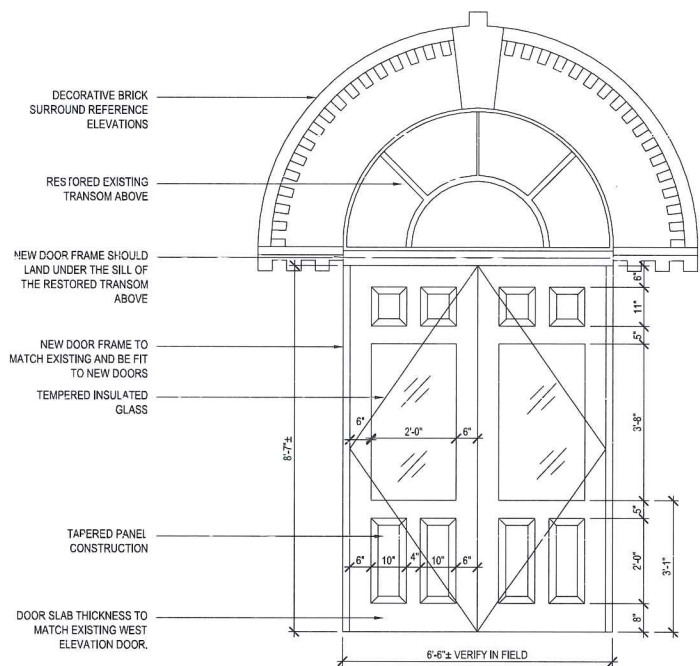


W8X31 ALTERNATE
SHOWN TO
REPLACE 8\"/>



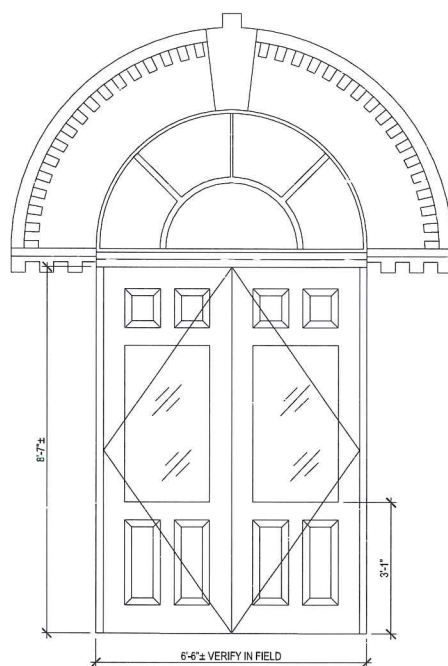
EXISTING JAMB TRIM





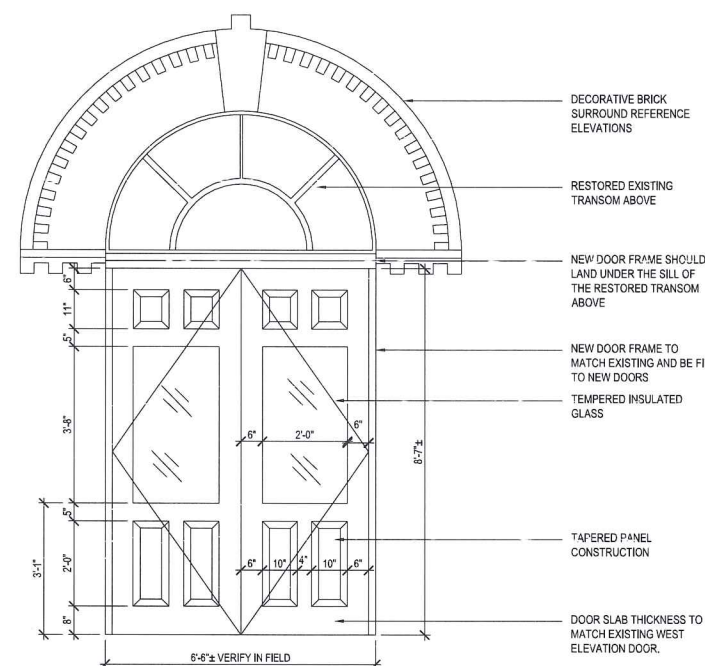
WEST ENTRY DOOR

(2) LEAF CUSTOM HARD WOOD DOOR WITH SINGLE TEMPERED INSULATED GLASS LITE IN EACH PANEL. TWO PANEL RAIL AND STYLE ABOVE AND BELOW THE GLASS. MORTISE AND TENON STYLE CONSTRUCTION PRIMED AND PAINTED. EXTERIOR TO HAVE TWO COATS OF PAINT TO MATCH NEW WINDOWS. HARDWARE TO BE BALL BEARING BRASS HINGES TO MATCH EXISTING IN LOCATION AND SIZE. DOOR FRAME TO BE REPLICA OF ORIGINAL IN THE SAME HARDWOOD MATERIAL AND PROFILE. INSTALL FULL GASKETS, CLOSER AND SWEEP. DOOR OPERATION AS PER THE CODE REVIEW IN THE ARCHITECTURAL DRAWINGS.
THRESHOLDS TO BE NO GREATER THAN 1/2" HIGH ADA COMPLIANT.



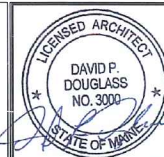
NORTH ENTRY DOOR

(2) LEAF CUSTOM HARD WOOD DOOR WITH SINGLE TEMPERED INSULATED GLASS LITE IN EACH PANEL. TWO PANEL RAIL AND STYLE ABOVE AND BELOW THE GLASS. MORTISE AND TENON STYLE CONSTRUCTION PRIMED AND PAINTED. EXTERIOR TO HAVE TWO COATS OF PAINT TO MATCH NEW WINDOWS. HARDWARE TO BE BALL BEARING BRASS HINGES TO MATCH EXISTING IN LOCATION AND SIZE. DOOR FRAME TO BE REPLICA OF ORIGINAL IN THE SAME HARDWOOD MATERIAL AND PROFILE. INSTALL FULL GASKETS, CLOSER AND SWEEP. DOOR OPERATION AS PER THE CODE REVIEW IN THE ARCHITECTURAL DRAWINGS.
THRESHOLDS TO BE NO GREATER THAN 1/2" HIGH ADA COMPLIANT.



EAST ENTRY DOOR

(2) LEAF CUSTOM HARD WOOD DOOR WITH SINGLE TEMPERED INSULATED GLASS LITE IN EACH PANEL. TWO PANEL RAIL AND STYLE ABOVE AND BELOW THE GLASS. MORTISE AND TENON STYLE CONSTRUCTION PRIMED AND PAINTED. EXTERIOR TO HAVE TWO COATS OF PAINT TO MATCH NEW WINDOWS. HARDWARE TO BE BALL BEARING BRASS HINGES TO MATCH EXISTING IN LOCATION AND SIZE. DOOR FRAME TO BE REPLICA OF ORIGINAL IN THE SAME HARDWOOD MATERIAL AND PROFILE. INSTALL FULL GASKETS, CLOSER AND SWEEP. DOOR OPERATION AS PER THE CODE REVIEW IN THE ARCHITECTURAL DRAWINGS.
THRESHOLDS TO BE NO GREATER THAN 1/2" HIGH ADA COMPLIANT.



Prepared For:
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Revisions:
Date: **MAR 10 2016**
Scale: **As indicated**
ELEVATION, NOTES AND KEY PLAN

BE10