

September 13, 2023
14265-02

Robert O'Neil, Chair
Town of Raymond Planning Board
401 Webbs Mills Road
Raymond, ME 04071

Jordan Bay Marina Expansion Waiver Request Letter
1326 Roosevelt Trail, Raymond
Port Harbor Marine, LLC

Dear Mr. O'Neil:

On behalf of Port Harbor Marine LLC, Sebago Technics Inc. is respectfully resubmitting revised plan sheets and additional supplemental materials for the proposed Jordan Bay Marina expansion. Per the last planning board meeting on August 9 and the last round of plan reviewed by the planning board, changes to the plans have been made to include (1) a split rail fence atop the proposed retaining wall, (2) added waiver language, and (3) changes per fire rescue comments. In addition, as discussed in the last planning board meeting, we have included an official waiver letter that requests waivers for the parking requirement, internal green space within a parking lot requirement, and the lighting requirement.

Also, attached are the following approvals from the other required jurisdictional agencies including:

1. MDOT Driveway Entrance Permit
2. MDOT Highway Opening Permit
3. Ability to Serve Determination from PWD
4. Confirmation email from Portland Pipeline
5. Reissued ACOE Permit
6. Email of completeness from MDEP. Based upon the verbiage within the email from MDEP, we expect to have the permit prior to the October planning board meeting.

Enclosed in this resubmission are eight (8) sets of full-size plans, seven (7) sets of reduced plans and copies of this letter, waiver request letter, and the additional required approval letters. We are hopeful that the enclosed information adequately addresses all previous comments and concerns regarding the proposed project. Upon your review of these requests and documents, please contact me with any questions or if you require additional information. Thank you for your consideration.

Sincerely,

SEBAGO TECHNICS, INC.



Robert A. McSorley, P.E.
Senior Project Manager

RAM:fn

cc. Mike Soucy, Port Harbor Marine



September 8, 2023
14265-02

Robert O'Neil, Chair
Town of Raymond Planning Board
401 Webbs Mills Road
Raymond, ME 04071

Jordan Bay Marina Expansion Waiver Request Letter
1326 Roosevelt Trail, Raymond
Port Harbor Marine, LLC

Dear Mr. O'Neil:

On behalf of Port Harbor Marine LLC, Sebago Technics Inc. is respectfully submitting three waiver requests for the proposed Jordan Bay Marina expansion. The project is proposing a 19,200 square-foot building that will be used for boat storage and an accompanying parking lot with eight parking spaces. In addition to indoor boat storage, the site is proposed to have outdoor boat storage and display area along the Roosevelt Trail frontage.

The applicant would like to respectfully request waivers from the off-street parking standard, the performance standard requiring internal green spaces, and the lighting standard. The following waivers are requested:

Article 9 Minimum Standards, Section § 300-9.3 Off-street parking, A. (6) One space for each 200 square feet, or fraction thereof, of gross floor area of any retail, wholesale or service establishment or office or professional building.

The proposed parking lot has eight parking spaces; however, the requirement requests 96 parking spaces as the proposed building is 19,200 square feet. As part of the dock expansion for the facility, a parking calculation was developed based upon national standards for marinas. This standard included 0.2 parking spaces per dry storage. At maximum, the proposed building could hold 90 boats which would require 18 parking spaces. In addition to the eight spaces, there was an excess of 14 spaces from the dock expansion which equals 22 total spaces. In addition, a monitoring plan for the parking usage on-site during weekends and holidays was conducted during the 2021 season as required by the planning board. A review of the recordings concluded no issues relative to the number of parking spaces. We respectfully request a waiver from this parking standard due to the prior parking analysis, results from the parking monitoring and limited demand for parking for this use.

Criteria:

1. The waiver request is not based upon geometric or physical restraint of the property. The waiver is based upon Section § 300-9.3 Off-street parking, A. (9) that allows the planning board to determine the number of parking spaces based upon the analysis provided by the applicant.

2. The granting of the waiver will not create a harmful condition, safety issue or affect the public welfare.
3. The granting of the waiver will not harm the environment by means of runoff quantity or quality as the stormwater design has taken the proposed configuration in consideration as part of the design.
4. The granting of the waiver will not have an adverse impact on the immediate abutters as the location of the improvement or any of the improvement of the project are not directly adjacent to the abutters.
5. The applicant has demonstrated as part of a prior approval that the parking necessary for operation of marina is sufficiently accommodated by the site. In conformance with the design guidelines, the proposed parking reduces the scale of the parking, limits dead end parking to less than 10 spaces, will be screened from the roadway by landscaping, reduces excess parking on the property and provides for adequate snow storage.

Article 10 Site Plan Review, Section § 300-10.6 Performance standards, A. Parking area design standards, (6) Parking areas associated with building development greater than 5,000 square feet total new structure or greater than 50% expansion of an existing building footprint... shall be designed to incorporate internal landscape areas, islands, or strips within the internal parking lot. The total area of parking islands or "internal green spaces" shall be no less than 5% of the impervious coverage for the portion of the parking area necessary for the new building or addition.

Based upon the amount of parking being provided, the parking is substantially less than required for a building of this size. In addition, substantial landscaping exists adjacent to the small parking area provided that that would offset the requirements of the internal green space. We respectfully request a waiver from this standard to provide internal green spaces within the proposed parking area.

Criteria:

1. The need for the waiver is based upon the unique use of the site such that the amount of parking is not required that would create a large parking area that internal landscape islands would be necessary to break on the pavement areas.
2. The granting of the waiver will not affect public health, safety and general welfare.
3. The waiver is not for existing nonconforming use, is not for a conditional use, is not requesting a Land Use Ordinance change and is not a space and bulk regulation of the Land Use Code.
4. The granting of the waiver is specific to the amount of parking being provided; it would not have the effect of amending the ordinance requirements.
5. The applicant will comply with applicable conditions of the planning board.

Article 10 Site Plan Review, Section § 300-10.6 Performance standards, B. Lighting of parking areas. The Planning Board shall determine the necessity for lighting depending upon the nature of the intended use. All parking areas to be lighted shall provide a minimum of three footcandles at intersections and a total average illumination of 1 1/2 footcandles throughout the parking areas as required.

The site has no night time uses in the winter and very few that occur after sundown in the spring and summer months. The intent is to provide adequate lighting along the access way through the site as well as lighting adequate at the building for security reasons (wall packs). Furthermore, the intent of the design is to use cutoff fixtures and reduce the effect of lighting in the Sebago Lake watershed (i.e., dark skies). There is an existing street light located directly adjacent to the entrance proposed to remain, we believe this light and the lighting along accessway, will provide sufficient lighting at the intersection to allow entry and exit from the site at night

Criteria:

1. The need for the waiver is based upon the unique use of the site such that required nighttime lighting is minimum.
2. The granting of the waiver will not affect public health, safety and general welfare.
3. The waiver is not for existing nonconforming use, is not for a conditional use, is not requesting a Land Use Ordinance change and is not a space and bulk regulation of the Land Use Code.
4. The granting of the waiver is specific to the use of the site; it would not have the effect of amending the ordinance requirements.
5. The applicant will comply with applicable conditions of the planning board.

We are hopeful that the enclosed information adequately addresses requirements for each of the three waiver requests concerning the number of parking spaces, internal parking lot green spaces, and lighting. Upon your review of these requests and documents, please contact me with any questions or if you require additional information. Thank you for your consideration.

Sincerely,

SEBAGO TECHNICS, INC.



Robert A. McSorley, P.E.
Senior Project Manager

RAM:fn

cc. Mike Soucy, Port Harbor Marine



Maine Department of Transportation

Janet T. Mills
Governor

Driveway/Entrance Permit

Bruce A. Van Note
Commissioner

Permit Number: 35380 - Entrance ID: 1

LOCATION

OWNER
Name: Port Harbor Holdings I
Address: 1 Spring Point Drive
South Portland, ME 04106
Telephone: (207)200-2074

Route: 0302X, Roosevelt Trail
Municipality: Raymond
County: Cumberland
Tax Map: 51 Lot Number: 2
Culvert Size: inches
Culvert Type: N/R
Culvert Length: feet
Date of Permit: January 05, 2023
Approved Entrance Width: 25 feet

Date Printed: January 05, 2023

In accordance with rules promulgated under 23 M.R.S.A., Chapter 13, Subchapter I, Section 704, the Maine Department of Transportation (MaineDOT) approves a permit and grants permission to perform the necessary grading to construct, in accordance with sketch or attached plan, **an Entrance to Commercial Industrial** at a point **1225 feet North** from **Webbs Mills Road**, subject to the Chapter 299 Highway Driveway and Entrance Rules, standard conditions and special conditions (if any) listed below.

Conditions of Approval:

This Permittee acknowledges and agrees to comply with the Standard Conditions and Approval attached hereto and to any Specific Conditions of Approval shown here.

(G = GPS Location; W = Waiver; S = Special Condition)

G - THE ENTRANCE SHALL BE LOCATED AT GPS COORDINATES: 43.892701N, -70.464661W.

S - In the Town of Raymond, on the southwesterly side of Route 302 / Roosevelt Trail, the centerline being approximately 1225 feet north of the centerline of Webbs Mills Road and approximately 22 feet south of utility pole 25.

S - Adjacent existing drive on the lot located approximately 80 feet to the north must be permanently removed by either curbing, ditching, and/or placing loam and seed to ensure access is limited to the approved entrance only.

S - The entrance shall be paved, at a minimum, from the edge of the existing highway pavement to the edge of the highway right-of-way.

S - The existing bituminous curb on either side of the driveway opening must be cut at a slope so as to produce a terminal end four (4) feet in length, conforming to MaineDOT Standard Specifications 609.

Approved by: Van Note Date: 1-5-2023

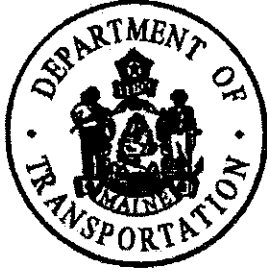
STANDARD CONDITIONS AND APPROVAL

1. Provide, erect and maintain all necessary barricades, lights, warning signs and other devices as directed by MaineDOT to properly safeguard traffic while the construction is in progress.
2. At no time cause the highway to be closed to traffic
3. Where the driveway is located within a curb, curb and gutter, and/or sidewalk section, completely remove the existing curb, curb and gutter, and/or sidewalk as may be required to create the driveway and restore drainage. All driveways abutting sidewalk sections shall meet the requirements set forth in the Americans with Disabilities Act of 1990, 42 U.S.C. Sec. 12131 et seq.
4. Obtain, have delivered to the site, and install any culverts and/or drainage structures which may be necessary for drainage, the size, type and length as called for in the permit pursuant to 23 M.R.S.A. Sec. 705. All culverts and/or drainage structures shall be new.
5. Start construction of the proposed driveway within twenty-four (24) months of the date of permit issuance and substantially complete construction of the proposed driveway within twelve months of commencement of construction.
6. Comply with all applicable federal, state and municipal regulations and ordinances.
7. Do not alter, without the express written consent of the MaineDOT, any culverts or drainage swales within the MaineDOT right of way.
8. File a copy of the approved driveway permit with the affected municipality or LURC, as appropriate within 5 business days of receiving the MaineDOT approval.
9. Construct and maintain the driveway side slopes to be no steeper than the adjacent roadway side slopes, but in no case to be steeper than 3 horizontal to 1 vertical, unless the side slope is behind existing roadway guardrail, in which case it shall be no steeper than 2 horizontal to 1 vertical.
10. Notify the MaineDOT of a proposed change of use served by the driveway when increase in traffic flow is expected to occur. This does not exempt the need for obtaining a Traffic Movement Permit (TMP) if trip generation meets or exceeds 100 passenger car equivalents (PCE) during the peak hour of the day.
11. Construct or implement and maintain erosion and sedimentation measures sufficient to protect MaineDOT facilities.
12. Driveways shall be designed such that all maneuvering and parking of any vehicles will take place outside the highway right-of-way and where vehicles will exit the premises without backing onto the highway traveled way or shoulders. All driveways will have a turnaround area to accommodate vehicles using the premises.
13. Closing any portion of a highway or roadway including lanes, shoulders, sidewalks, bike lanes, or ATV access routes is not permitted without MaineDOT approval.

FURTHER CONDITION OF THE PERMIT

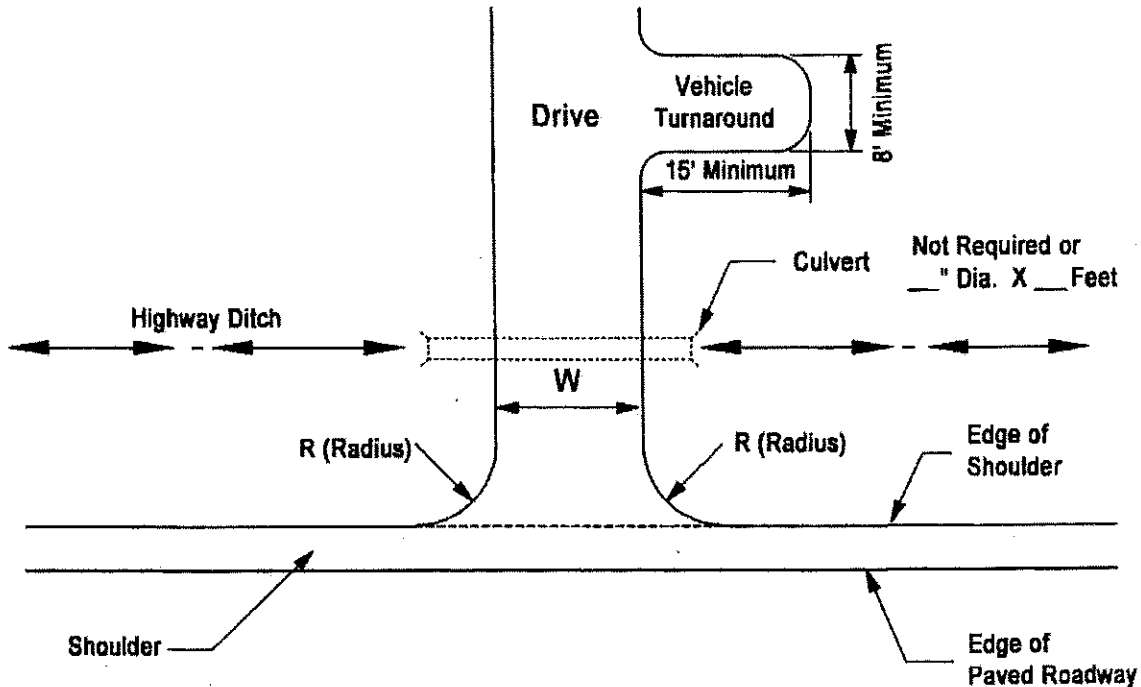
The owner shall assume, the defense of, and pay all damages, fines, and penalties for which he/she shall become liable, and shall indemnify and safe harmless said Department, its representatives, agents and employees from liability, actions against all suits, claims, damages for wrongful death, personal injuries or property damage suffered by any person or association which results from the willful or negligent action or inaction of the owner/applicant (agent) and in proceedings of every kind arising out of the construction and maintenance of said entrance(s), including snow removal.

Nothing herein shall, nor is intended to, waive any defense, immunity or limitation of liability which may be available to the MaineDOT, their officers, agents or employees under the Maine Tort Claims Act or any other privileges and/or immunities provided by law. It is a further condition that the owner will agree to keep the right of way inviolate for public highway purposes and no signs (other than traffic signs and signals), posters, billboards, roadside stands, culvert end walls or private installations shall be permitted within Right of Way limits.



State of Maine
Department of Transportation
Entrance / Driveway Details

PLAN

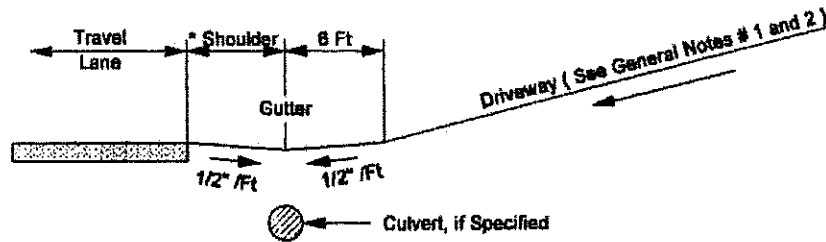


GENERAL NOTES -

1. ALL RESIDENTAL OR COMMERCIAL DRIVES WITH 10% GRADE OR MORE SLOPING DOWN TOWARDS THE HIGHWAY SHALL BE PAVED TO THE RIGHT OF WAY LINE, AS A MINIMUM, INCLUDING SHOULDER, IF GRAVEL AND HAVE DITCHES TO CONTROL RUNOFF.
2. DRIVES SLOPING TO THE HIGHWAY SHALL BE CROWNED (1/2" PER FT. MINIMUM).
3. TO THE MAXIMUM EXTENT PRACTICAL, THE ENTRANCE MUST BE CONSTRUCTED PERPENDICULAR TO THE HIGHWAY AT THE POINT OF ACCESS. EXCEPT WHERE CURBING EXISTS OR IS PROPOSED, THE MINIMUM RADIUS ON THE EDGES OF THE ENTRANCE MUST BE 10 FEET OR AS OTHERWISE REQUIRED AS SHOWN.
4. ENTRANCES/DRIVEWAYS WILL BE BUILT WITH AN ADEQUATE TURN-AROUND AREA ON SITE TO ALLOW ALL VEHICLES TO MANUEVER AND PARK WITHOUT BACKING ONTO THE HIGHWAY. THIS TURN-AROUND SHALL BE AT LEAST 8 FEET WIDE BY 15 FEET LONG.
5. ENTRANCES/DRIVEWAYS AND OTHER ASSOCIATED SITE WORK WHICH DIRECTS WATER (RUNOFF) TOWARD THE HIGHWAY MUST BE CONSTRUCTED, CROWNED STABILIZED AND MAINTAINED WITH MATERIALS AND APPROPRIATE TEMPORARY/PERMANENT EROSION CONTROL MATERIALS IN ACCORDANCE WITH MDOT BEST MANAGEMENT PRACTICES.
6. THE PROFILE OF THE ENTRANCES MUST COMPLY WITH THE DETAILS SHOWN ON PAGE 2.

MDOT Entrance / Driveway Details, Continued

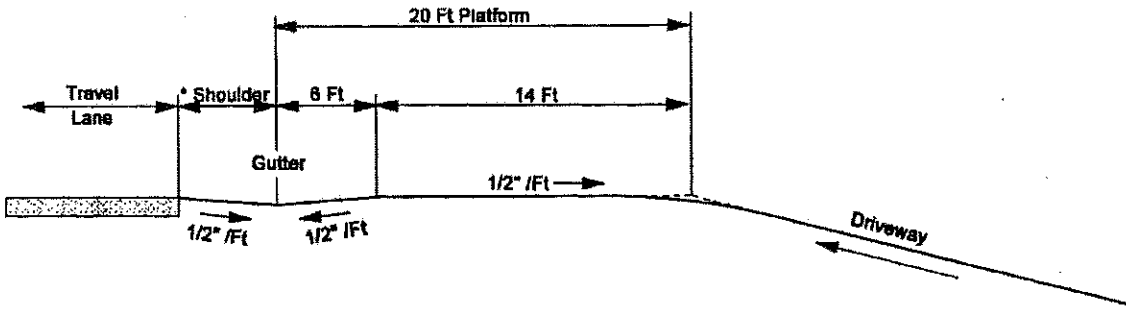
PROFILE Details



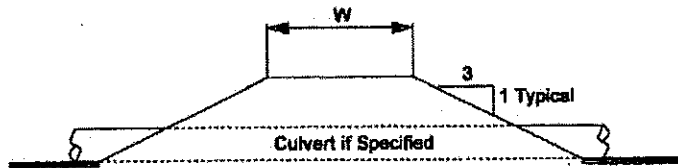
NOTE :

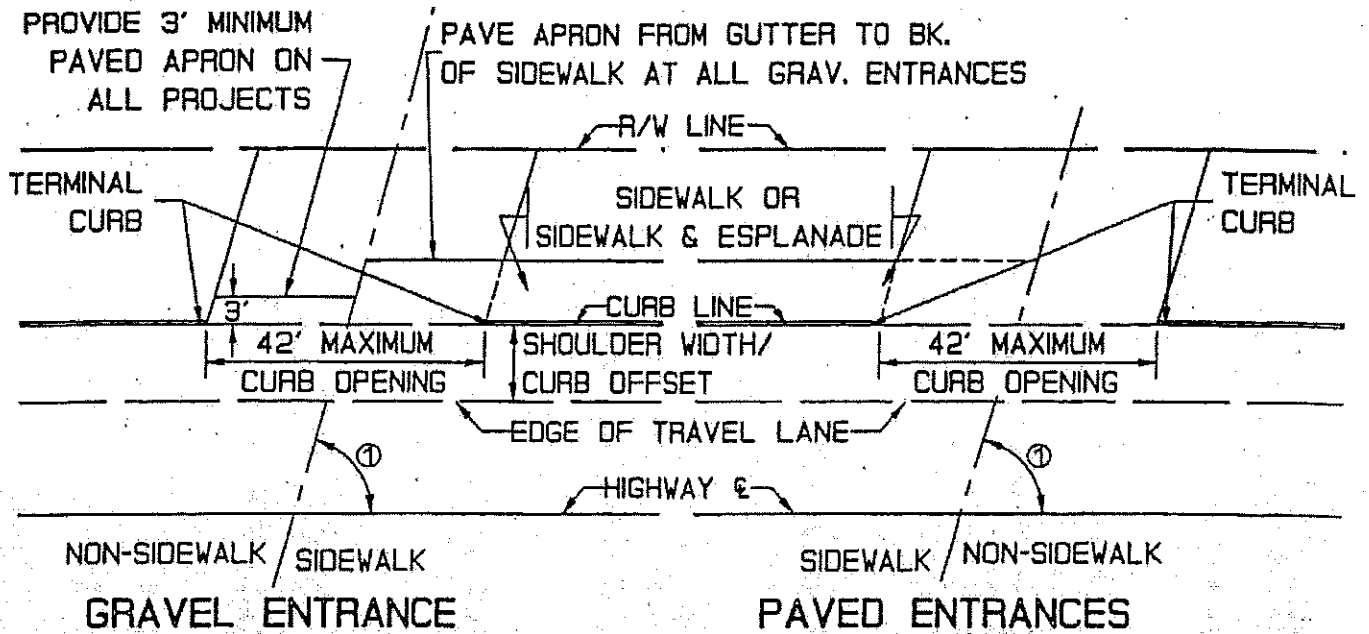
Grade of Existing Shoulder Should Be Maintained To Create A Gutter With a Minimum Of Three Inches Below The Edge Of Traveled Way.

* Distance Of The Gutter From The Edge Of Traveled Way Should Be The Same As Existing Shoulder Or A Minimum Of 4 Feet.



Driveway Cross Section

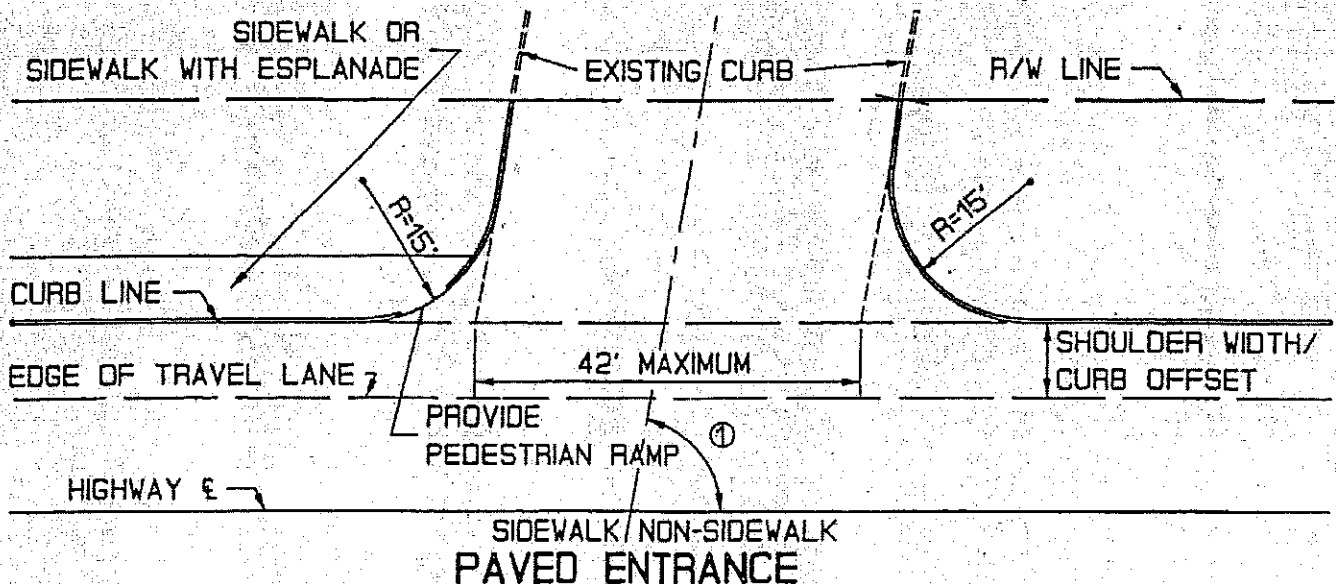




- ① MINIMUM ENTRANCE ANGLE IS 45° WHERE THE SHOULDER WIDTH \geq 6' AND 60° WHERE THE SHOULDER WIDTH $<$ 6'.
- ② IF THERE ARE HIGH TRUCK TURNING VOLUMES, THE DESIGNER SHOULD CONSIDER PROVIDING TURNING RADII OF 15' - 25' AND/OR A WIDER OPENING AND/OR LIMITING THE ANGLE OF TURN TO ACCOMMODATE TRUCKS.

UNCURBED COMMERCIAL/INDUSTRIAL ENTRANCE ONTO CURBED HIGHWAY (WITH/WITHOUT SIDEWALK)

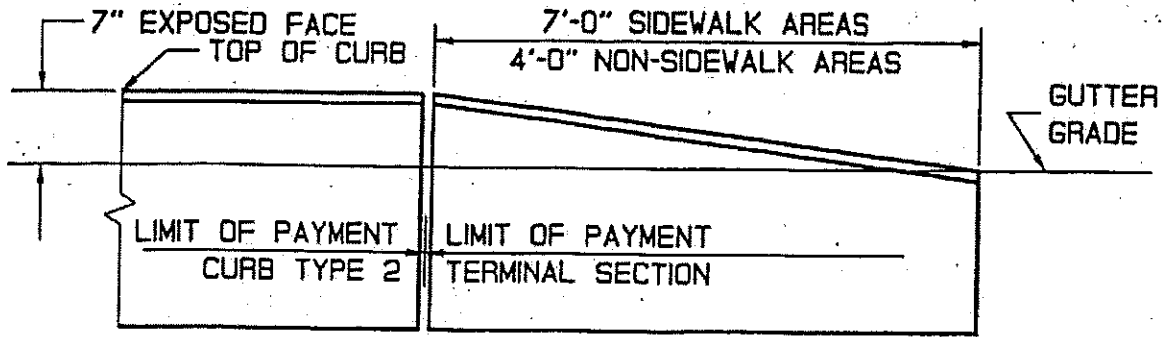
EN007



- ① MINIMUM ENTRANCE ANGLE IS 45° WHERE THE SHOULDER WIDTH \geq 6' AND 60° WHERE THE SHOULDER WIDTH $<$ 6'.

CURBED COMMERCIAL/INDUSTRIAL ENTRANCE ONTO CURBED HIGHWAY (WITH/WITHOUT SIDEWALK)

EN008

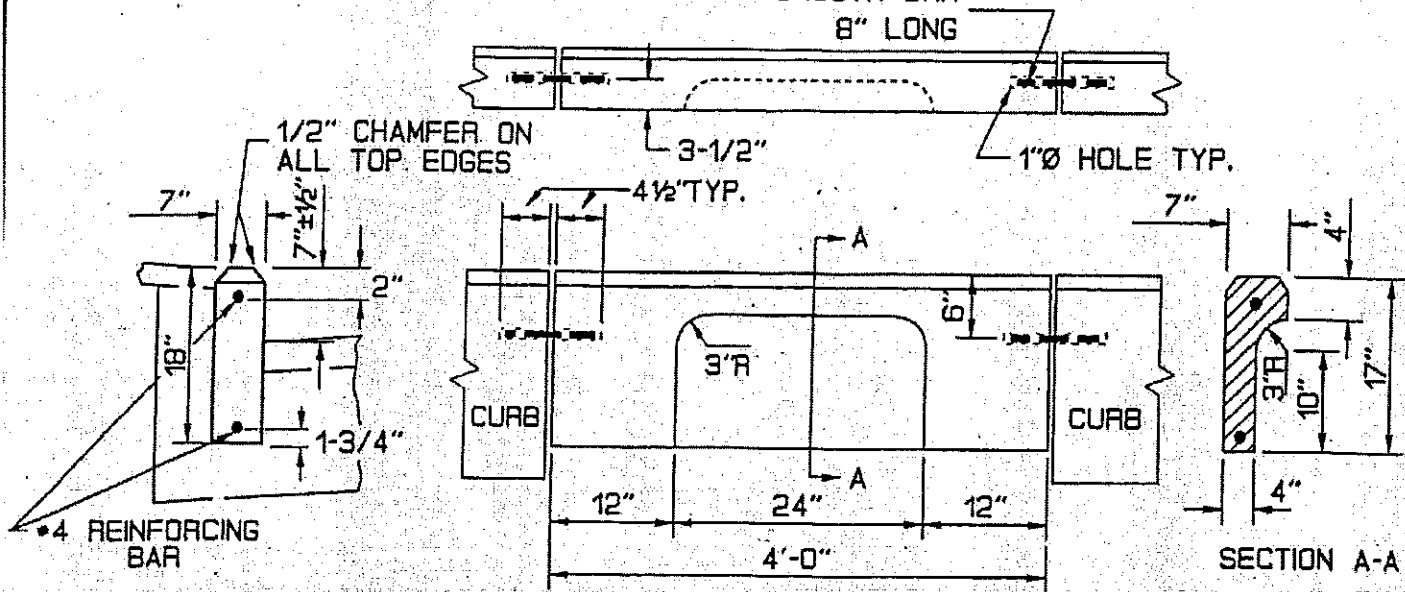


SPEC. 609

TERMINAL SECTION TYPE '2'

CU005

DOWELS ARE TO BE #6 SMOOTH BAR
8" LONG



VERTICAL CURB
TYPE 2

CURB INLET
TYPE 2

CURB

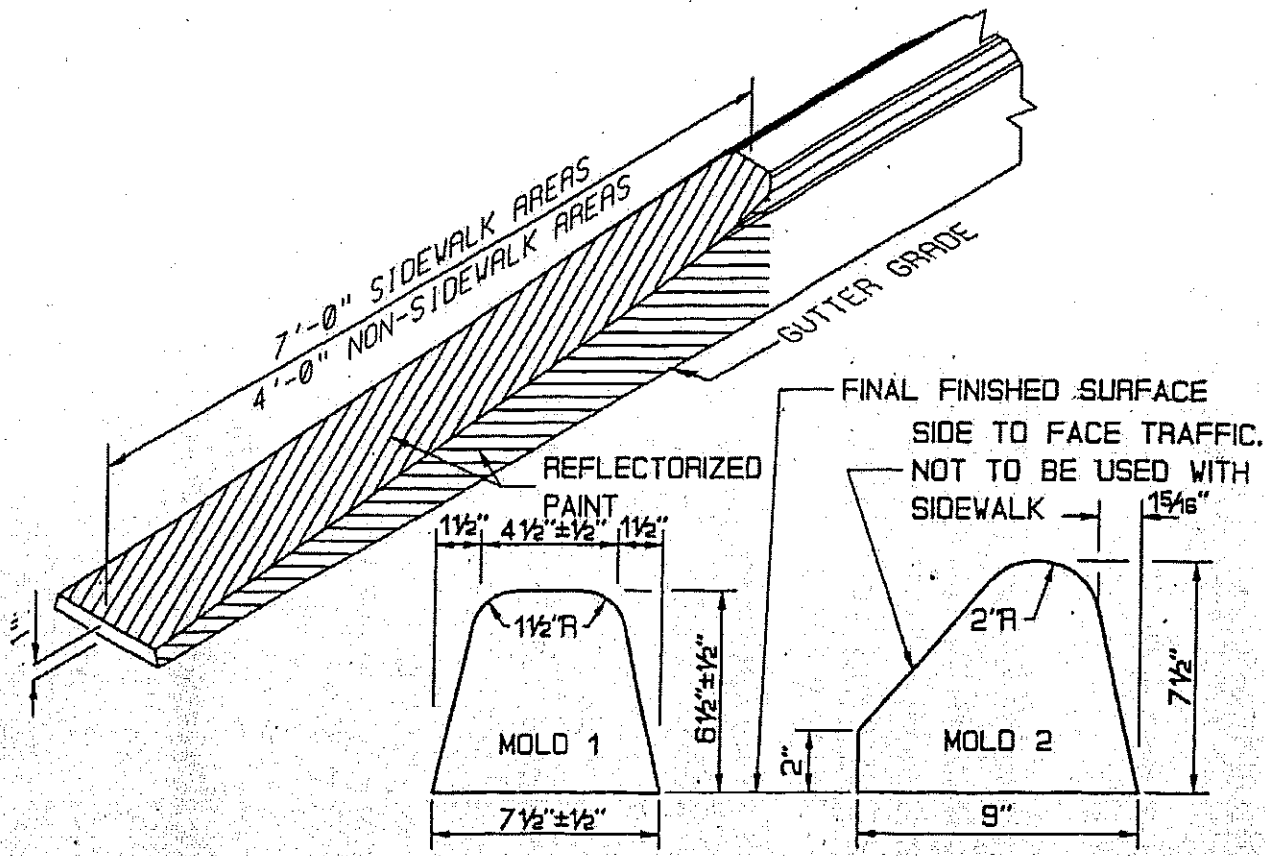
SPEC. 609

CU006

REVISIONS	APPROVED		
	Description	Me. DOT	FHWA
	ORIGINAL PLAN	OCT. 92	
	MS001 - ADDED DIM.	JAN. 93	
	MS003 - ALT. NOTE 2	FEB. 94	
	CU005 - TYPE 2	JAN. 95	
	CU006 - TYPE 2	JAN. 95	
	CJ001	APR. 95	
	CU002	APR. 95	
	MS001	APR. 95	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

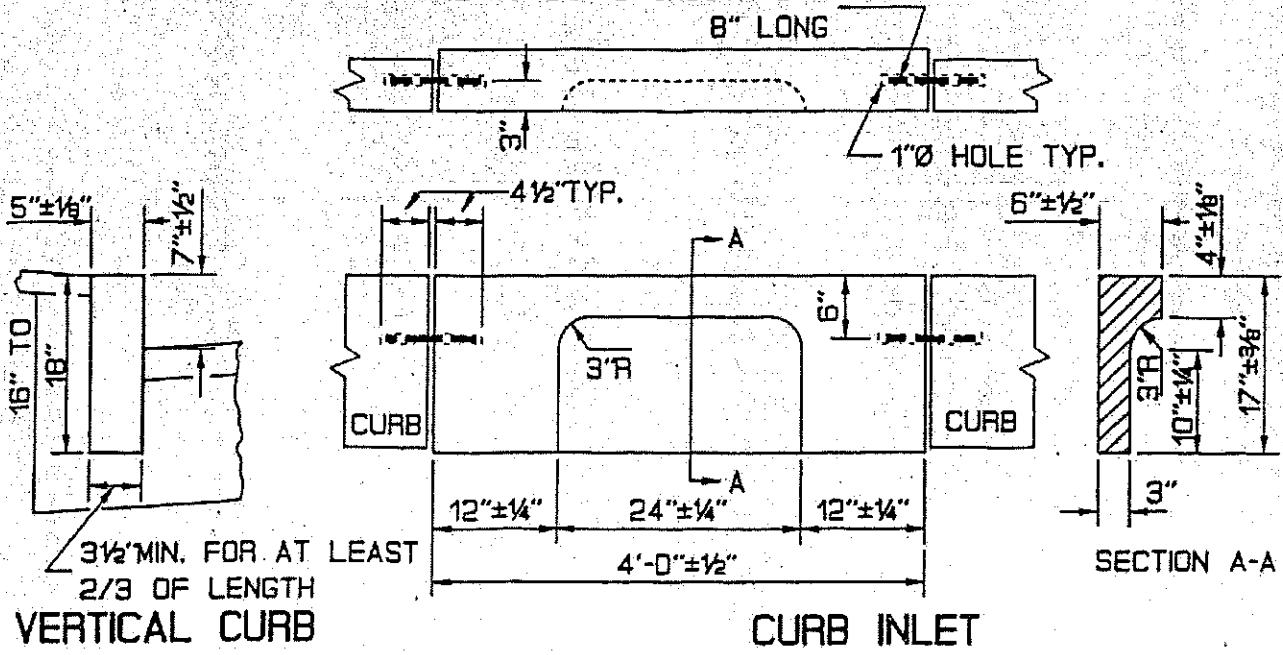
STANDARD DETAILS
CURBING, MUCK EXCAVATION
AND WASTE DISPOSAL
& MAILBOX POST ASSEMBLIES



CURB MOLD 2 WILL BE USED IN ALL SITUATIONS EXCEPT FOR WHERE THE CURB FORMS THE EDGE OF THE SIDEWALK. MOLD 1 SHALL BE USED IN CONJUNCTION WITH SIDEWALKS OR WHERE THERE IS A POTENTIAL FOR SIDEWALKS.

CURB TYPE 3

DOWELS ARE TO BE #6 SMOOTH BAR
8" LONG



3 1/2' MIN. FOR AT LEAST
2/3 OF LENGTH
**VERTICAL CURB
TYPE 1 & 2**

CURB INLET

CURB

State of Maine
Department of Transportation
Augusta, Maine

August 11, 2023

HIGHWAY OPENING PERMIT
Record No. 149988

R1-2324-006

This permit is hereby granted to accomplish the work described in a Highway Opening Permit Application dated 07/12/2023 and is summarized below. All work shall be accomplished in accordance with the conditions specified herein, and attached hereto. Any requested modification to this permit must be approved by the undersigned MaineDOT representative.

ESTIMATED AREA TO BE OPENED AND ESTIMATED FEES

Estimated Fee Paid \$0.00

Paved Surface:	39.5 sq. yd.	\$1,975.00	All Other Surfaces:	0 sq. yd.	\$0.00
Concrete Surface:	0 sq. yd.	\$0.00	Direct Buried Cable:	0 linear ft.	\$0.00

Permittee (owner): Port Harbor Holdings 1 Spring Street South Portland, ME 04106

Town: Raymond

Purpose: Install water service and regrade ditch and inslopes. Agent: Rob McSorley, Sebago Technics

Route/Road: 0302X / ROOSEVELT TRAIL

Work Location: Work Location not entered

Latitude Longitude Latitude Longitude

Beginning 43.89292243 -70.464818 **Ending** 43.892979 -70.464622

Actual square yards opened or disturbed will be measured by the Department of Transportation's representative and the permittee will be billed for the difference between estimated fee paid and the final fee as determined by measurement of the opening. Additional costs to the Department of Transportation as outlined in Highway Opening Permits, may be billed.

This permit is issued in accordance with Title 23, Sec. 54, Title 35A, Sec. 2508 and 2510 and Title 23, Sec. 3351 to 3360, M.R.S.A. and is subject to the following conditions:

The work shall be done between the dates of: and at such times as are agreed upon by the Department.

The rules, regulations and policies of the Department of Transportation's Highway Opening permits, as amended, shall be strictly observed. Subsection IV D, conditions, pertaining to performance of work, is printed on the attached sheet.

All final restoration of the affected area to the satisfaction of the Department of Transportation shall be the responsibility of the permittee except as provided under Section II, C, 2 of MDOT rules, regulations and policies for highway opening permits.

The permittee holds Utility Location

Permit Number(s)

LOCAL SUPERVISOR,

BUREAU OF MAINTENANCE & OPERATIONS


John Skelley, P.E.

Region Engineer, Region 1

Attachment: Highway Opening - Standard Conditions

Special Conditions:

No lane closures between the hours of 6am and 8pm. Grading work shall conform to approved plan. A traffic control plan shall be submitted for approval.

Highway Opening Standard Conditions

All permits shall be granted subject to the following conditions and as specified in Section 6 of MaineDOT's Utility Accommodation Rule (17-229 CMR Chapter 210), available online at <http://www.maine.gov/sos/cec/rules/17/229/229c210.docx>

1. The traveling public shall be adequately protected:
 - a. At least one-way traffic shall be maintained at all times.
 - b. Work shall be signed and lighted, and traffic officers will be supplied when necessary. All traffic controls shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), as issued by the Federal Highway Administration.
2. Construction methods shall be such that excessive excavation and excessive destruction of pavement will be avoided. Pavement shall be cut in advance along the proposed edges of the excavation. All trenches shall conform to current OSHA regulations.
3. The backfill material shall be as follows:
 - a. Top 12 inches, or full depth of gravel base in more recently constructed highways, shall be clean gravel conforming to the Department's gravel base specifications.
 - b. All other backfill shall be equivalent to material removed, exception that special backfill of suitable material may be used immediately around pipe, cable, conduit, etc. or to replace material which cannot be compacted.
 - c. The permittee may, in the interest of good public relations, place a temporary bituminous mix or trench. The placing of the temporary bituminous mix will not reduce the opening fee.
4. Backfill material shall be uniformly distributed in layers of not more than eight (8) inches and thoroughly compacted by use of approved mechanical compactors before successive layers are placed. Water shall be added when necessary to increase the moisture content of the backfill material in order to obtain adequate compaction. Puddling or jetting of backfill will not be allowed. Base materials for highways under construction shall be compacted in accordance with the applicable specification.
5. Surplus material shall be removed from the site and the area shall be left in a clean, presentable condition.
6. Prior to permanent pavement restoration, trench edges shall be recut to one foot beyond the original trench cut and pavement shall be replaced to the full depth and extent of the existing pavement that was removed.
7. Compliance with the terms and conditions of this permit shall be the responsibility of the permit holder. The Department of Transportation will not assume any liability for damages arising out of or resulting from a violation of the permit terms.
8. The MaineDOT reserves the right, after due notice in writing to the holder of the permit:
 - a. To provide such supervision and inspection as it may deem necessary.
 - b. To re-excavate and backfill as may be necessary.
 - c. To clean up the area if the area is improperly and unsatisfactorily cleaned up.
 - d. To charge the holder of the permit the cost of all work performed under reservations a, b, and c; this charge will be in addition to the normal fee for opening the highway and will be included in the bill to permit holder.
9. After the excavation has been made and backfilled, the actual square yardage of disturbed area, including any areas adjacent to the installation disturbed by blasting or other similar cause, will be measured by a representative of the MaineDOT. If the final permit fee based upon actual measurements differs from the estimated permit fee, an adjustment will be made either in the form of a refund or a bill showing the additional amount due. In the case of the Special Opening Permit, the estimated permit held in escrow will be refunded to the permittee, less 10% (ten percent) of the final permit fee, upon satisfactory repair of the roadway by the permittee.

Maine Department of Transportation Highway Opening Application

Applicant Information:		Date: 07/12/23	
Name: Port Harbor Holdings I	Phone: (207) 767-3254	Pager/Cell:	
Address: 1 Spring Street	Town: South Portland	State: ME	ZIP: 04106

Primary Contact Information: <i>(Write "SAME" if the primary contact for on-site work will be the Applicant)</i>			
Name: Sebago Technics, Robert McSorley	Phone: 207-200-2074	Pager/Cell:	
Address: 75 John Roberts Rd Suite 4A	Town: South Portland	State: ME	ZIP: 04106

Proposed Work Information:		Highway Number (if known): Route 302	
Town: Raymond	Road Name: Roosevelt Trail		
Type of Work Proposed: Extension of water main to service project	<i>*Please attach a sketch plan*</i>		
Who will perform the work? Contractor, TBD			
Anticipated work schedule: Starting Date:	Completion Date: Spring 2023/2025		
If this work is for a utility, has an application for a <i>Utility Location Permit</i> been submitted?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
Is this work intended to be performed under the Funding Agency Addendum requirements?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
Have all existing utilities in the work area been notified of the proposed work and given an opportunity to comment?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
GPS Coordinates of Work Location: (Please enter coordinates in Decimal Degrees, WGS 1984)			
	Latitude (ex: 44.3074199)	Longitude (ex: -69.7775613)	
Starting Point:	43.89292243	-70.464818	
Ending Point:	43.892979	-70.464622	

Impact & Fee Information:			
Surface Type:	(A) Unit Cost:	(B) Estimated Area	Impact Value (A)x(B)
Paved Surface: Bituminous Concrete or treated surface/shoulders <i>(Min. fee \$50, see below)</i>	\$50.00 per Sq. Yard	39.5 Sq. Yard(s)	\$ 1,975.00
Concrete Surface: Portland Cement Concrete or Bituminous on concrete. <i>(Min. fee \$75, see below)</i>	\$75 per Sq. Yard	Sq. Yard(s)	\$
All Other Surfaces: Plain gravel surface or shoulder or area outside roadbed. <i>(Min. fee \$25, see below)</i>	\$5.00 per Sq. Yard	Sq. Yard(s)	\$
Direct Buried Cable: (Low-impact installation of cable outside of the traveled way/shoulder)	\$0.20 per Lineal Foot	Lineal Feet	\$
Other Work in addition to replacing pavement (Specify)			\$
Total Impact Value (Sum of all Impact Values)			\$ 1,975.00
Permit Fee (10% of Total Impact Value, OR, if the calculated Permit Fee is less than the highest minimum fee specified above for the surface type impacted, than the highest applicable minimum fee shall be used. (Example: if you impact a paved and a non-paved surface, the applicable minimum fee is \$50).			\$ 197.50

Instructions for Payment:

If you are a licensed utility, a municipality or any other governmental entity AND the TOTAL IMPACT VALUE calculated above is \$5,000 or less, please include payment in the amount of the Permit Fee with this application, made out to **Treasurer, State of Maine**.

If you are NOT a licensed utility, a municipality or any other governmental entity, AND the TOTAL IMPACT VALUE calculated above is \$2,500 or less, AND you will not be impacting the paved or concrete surface of the highway, please include payment in the amount of the Permit Fee with this application. If you ARE proposing to impact the paved or concrete surface of the highway, please include payment in the amount of the TOTAL IMPACT VALUE and all but 10% will be returned to you upon satisfactory completion of the work.

If the TOTAL IMPACT VALUE exceeds \$5,000 for licensed utilities, municipalities or other governmental entities, OR \$2,500 for all other applicants, a **SPECIAL OPENING PERMIT** as described in section II E of the **Rules, Regulations and Policies** shall also apply. In this circumstance, an escrow account will be established and there is no direct payment submitted with this application.

Do you request refund of the entire permit fee contingent on a full width overlay per Section II, A. of the Special Opening Permits?

NOTICE TO APPLICANT: the Applicant is hereby notified that, upon approval of this application, all work shall comply with the following requirements, as applicable: (1) all conditions specified in the Highway Opening Permit; (2) the Department's Highway Opening Rules, Regulations and Policies; (3) the Department's Utility Accommodation Rule (17-229 CMR 210); (4) all conditions of a Utility Location Permit issued pursuant to 17-229 CMR 210; and (5) local ordinances and federal and state laws. In the event of a conflict between any applicable requirements, the more stringent requirement shall govern unless otherwise directed by the Department. Specific attention is directed to the following requirements: (1) Work zone traffic control standards as defined by the Manual on Uniform Traffic Control Devices (MUTCD); (2) Occupational Safety & Health Administration (OSHA) trenching and excavation standards; and (3) 23 MRS Section 3360-A, Protection of Underground Facilities (a.k.a. "The Dig Safe® Law") which requires notification to various entities at least three working days prior to making any excavation. Additional information may be found at: <http://mutcd.fhwa.dot.gov>, <http://www.osha.gov/SLTC/trenchingexcavation/>, and www.digsafe.com respectively. **The applicant further agrees that, upon approval and issuance of a permit, the Department will be notified at least 48 hours in advance of the start of any work.** The Applicant shall be responsible for all final restoration of the affected area to the satisfaction of the Department of Transportation.

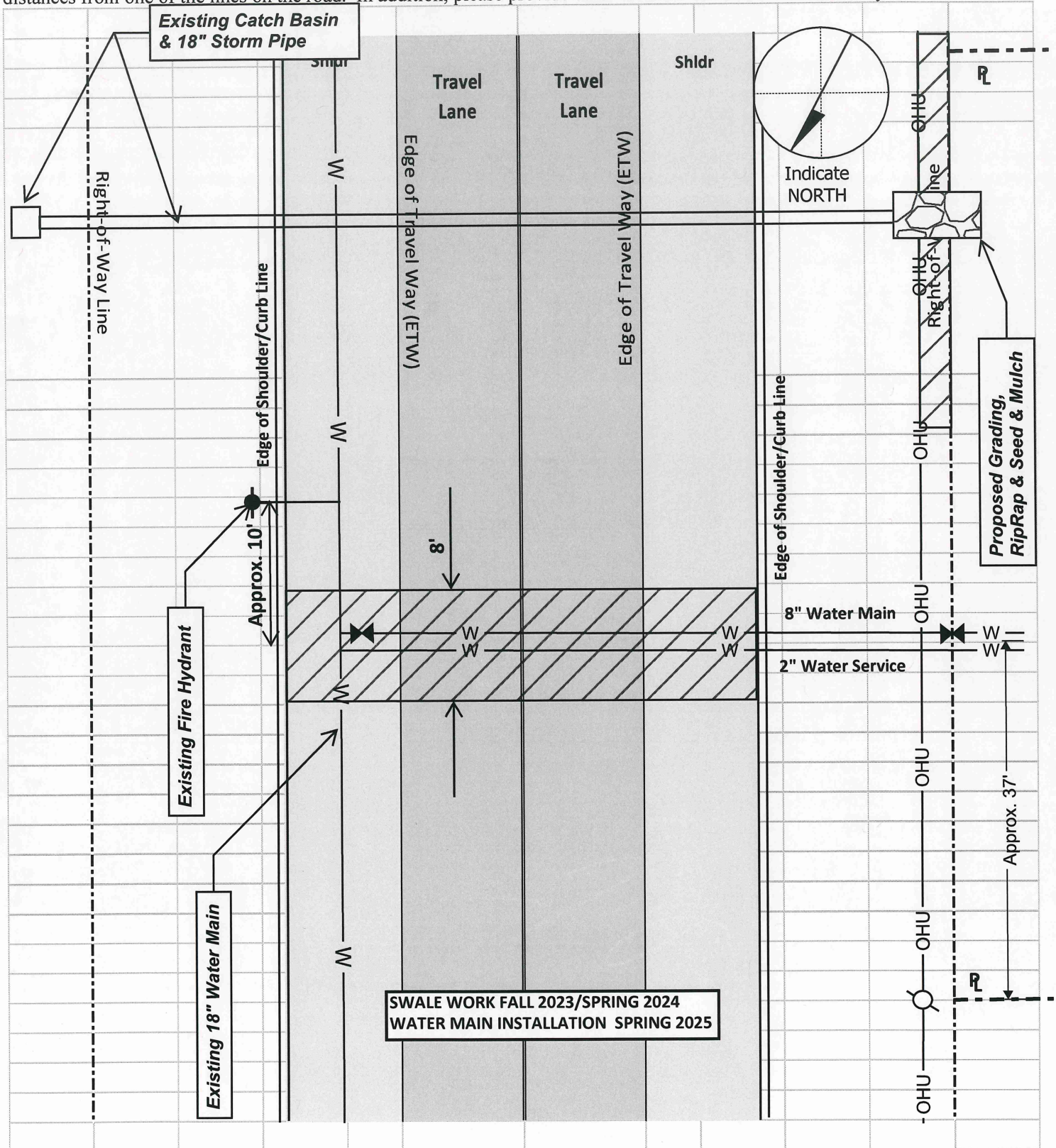
Applicant's Signature:  Date: 8/11/23

Highway Opening Application Sketch Plan

Applicant Name: Port Harbor Holdings I

Town: Raymond

The purpose of this "Sketch Plan" is to show the location of the proposed opening in relation to the highway. This plan is not intended to be drawn to scale, however, you must accurately reference the proposed facility and excavation with offset distances from one of the lines on the road. In addition, please provide other accurate dimensions as necessary.





75 John Roberts Road-Suite 4A
South Portland, ME 04106-6963

Phone (207) 200-2100 FAX (207) 856-2206

LETTER OF TRANSMITTAL

TO Maine Department of Transportation
Region 1 Office
51 Pleasant Hill Road
Scarborough, ME 04072

DATE: 8/21/23	STI Project 14265
ATTENTION: Mr. Robert Betz, PE	
RE: Jordan Bay Marina	
Roosevelt Trail, Raymond, ME - SR302	

WE ARE SENDING YOU Attached Under separate cover via _____ the following items:

- Shop drawings
 Prints
 Plans
 Samples
 Specifications
 Copy of letter
 Shop drawings

COPIES	DATE	NO.	DESCRIPTION
1		Fee	Check in the amount of \$197.50

THESE ARE TRANSMITTED as checked below:

- For approval
 Approved as submitted
 Resubmit _____ copies for approval
 For your use
 Approved as noted
 Submit _____ copies for distribution
 As requested
 Returned for corrections
 Return _____ corrected prints
 For review and comment

 FOR BIDS DUE _____
 PRINTS RETURNED AFTER LOAN TO US

REMARKS: Thank you

COPY TO: _____

Signed: Robert A. McSorley, P.E.



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

October 21, 2022

Robert McSorley, PE
Sebago Technics, Inc.
75 John Roberts Rd., Suite 4A
South Portland, ME 04106

Re: 1326 Roosevelt Trail, WI
Ability to Serve with PWD Water

Dear Mr. McSorley:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on August 5, 2022. Based on the information provided per plans dated October 20, 2022, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed and is valid for eighteen (18) months after the date of issue. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 8-inch fire service and a 2-inch domestic water service, with a 1-inch meter, may be installed from the water main in Roosevelt Trail. The service should enter through the property's frontage on Roosevelt Trail at least 10-feet from any side property lines.
- One (1) private fire hydrant may be installed on the fire service on this site. Please refer to the PWD website for more information regarding private hydrant inspection policies.
- An approved backflow prevention device (testable double check valve assembly) must be installed on each service line directly after the meter and before the sprinkler riser prior to service activation. Please refer to the PWD website for more information on cross-connection control policies.
- The Portland Water District does not manage sewer collection in this area.

Prior to construction, the owner or contractor will need to complete a Service Application and pay all necessary fees for each proposed service. When the project is ready for construction, an Application for each service can be requested by contacting the MEANS Group at MEANS@pwd.org or 207-774-5961 ext. 3199. Once a completed Application has been submitted with payment, please allow seven (7) days for processing.



Existing Site Service

According to District records, the project site does not currently have existing water service.

Water System Characteristics

According to District records, there is an 16-inch diameter PVC water main in Roosevelt Trail and a public fire hydrant located adjacent to the site. The estimated static pressure in the area is 96 psi.

Public Fire Protection

The installation of new public hydrants to be accepted into the District water system will most likely not be required. It is your responsibility to contact the Town of Raymond Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact MEANS to request a hydrant flow test and we will work with you to get more complete data.

Should you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland Maine, 04104 c/o MEANS. The Internal Review Team will undertake review as requested within 2 weeks of receipt of a request for review.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District



Robert A. Bartels, P.E.
Senior Project Engineer

Robert McSorley

From: Ken P. Brown <Ken.Brown@pmpl.com>
Sent: Tuesday, September 12, 2023 6:50 PM
To: Robert McSorley
Cc: Chris J. Gillies; Jeff M. Leary; Jake S. Hunnewell; Mike Soucy (mikesoucy@portharbormarine.com); Nicholas Payeur; Rebecca Gabryszewski
Subject: RE: Jordan Bay Marina, PPLC Right of Way Parcel 102, Port Harbor Holdings I, MP 22.3, Raymond, ME

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Rob -

Based on and contingent on your submitted information, Portland Pipe Line Corporation anticipates authorizing the proposed work in the pipeline right of way easement and near the pipelines on this parcel. Please provide the final plans when available for our authorization.

Thank you for coordinating the project planning with us in advance.

- Ken

Ken P. Brown | Portland Pipe Line Corporation / Montreal Pipe Line Limited | p. 207.767.0449 | c. 207.233.6349 | ken.brown@pmpl.com

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To: "Ken P. Brown" <Ken.Brown@pmpl.com>
Cc: "Chris J. Gillies" <Chris.Gillies@pmpl.com>, "Jeff M. Leary" <Jeff.Leary@pmpl.com>, "Jake S. Hunnewell" <jhunnewell@sebagotechnics.com>, "Mike Soucy (mikesoucy@portharbormarine.com)" <mikesoucy@portharbormarine.com>, "Nicholas Payeur" <nicholas.payeur@pmpl.com>, "Rebecca Gabryszewski" <rgabryszewski@sebagotechnics.com>
Date: 08/04/2023 07:45 PM
Subject: RE: Jordan Bay Marina, PPLC Right of Way Parcel 102, Port Harbor Holdings I, MP 22.3, Raymond, ME

Ken,

I hope that you enjoyed your vacation. Relative to four issues raised in your email of July 24 and the discussion that we had on July 28, I offer the following additional information.

- When we in process of obtaining PPLC's input relative to the gravel storage area within the pipeline corridor, we had looked at the potential for impacts from loads on the oil pipelines. As part of that determination, we coordinated with PPLC to determine the depths of the pipelines and calculated the final depth after the installation of the crushed stone conservatively as 3'. From this depth determination, we calculated the loading and provided these calculations to Jay Magee and yourself by email on September 9, 2016 (copy of calculations attached). Reviewing the proposed grading over the pipeline area opposite the proposed building, you will note that the additional filling averages over an additional foot of fill; this proposed depth will result in over 48" of cover which is in excess of the requirements of 49 CFR 195.210 & 195.248.
- Relative to our discussion, we did evaluations of the traversing of the area to the east of the proposed building adjacent to the two pipelines by the largest anticipated vehicles. As part of the town process, we evaluated the town's fire truck. In addition, we evaluated a trailer tractor truck that will visit the site to deliver new boats for purchase as well as a marine forklift that the marina uses/will use to transport boats from storage to the lake

and vice versa. Attached are the series of routings for these three vehicles that indicate the vehicles are not expected to travel off the proposed pavement and over the pipelines. You will note that the entry for the proposed buildings has two sets of lines. The site plan initially showed a 25' wide opening; however, we have also added lines that match the 18'+ widths of the existing building entries on the site. The owner is expecting to put in a wider door for the proposed building but we have shown the smaller door to be conservative.

- As stated, we deigned the location of the under drained soil filter to allow the space adjacent to the pipeline for maintenance activities. As stated, we are okay with the condition that if additional area is need, that any impacts to the under drained soil filter from pipeline maintenance will be addressed by the property owner.
- As noted, the crossing of the pipelines has remained per the original design.

Once again, thank you for your assistance relative to your review and providing documentation for the Town of Raymond Planning Board that we have addressed PPLC's concerns.

Sincerely, Rob

Robert McSorley, PE *Senior Project Manager*

Sebago Technics, Inc. | An Employee-Owned Company
75 John Roberts Rd., Suite 4A, South Portland, ME 04106
Office: 207.200.2100 | Direct: 207.200.2074 | Mobile: 207.939.1809
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From: Ken P. Brown <Ken.Brown@pmpl.com>
Sent: Friday, July 28, 2023 4:29 PM
To: Robert McSorley <rmcsorley@sebagotechnics.com>
Cc: Chris J. Gillies <Chris.Gillies@pmpl.com>; Jeff M. Leary <Jeff.Leary@pmpl.com>; Jake S. Hunnewell <jhunnewell@sebagotechnics.com>; Mike Soucy (mikesoucy@portharbormarine.com) <mikesoucy@portharbormarine.com>; Nicholas Payeur <nicholas.payeur@pmpl.com>; Rebecca Gabryszewski <rgabryszewski@sebagotechnics.com>
Subject: RE: Jordan Bay Marina, PPLC Right of Way Parcel 102, Port Harbor Holdings I, MP 22.3, Raymond, ME

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Rob -

Thank you for your reply and for speaking with me this afternoon.

To summarize our conversation regarding the four bullet items:

- Building placement and PPLC's guidelines for 50-foot setback from the 18-inch diameter pipeline - We discussed the requirements of the federal pipeline regulations referenced in our guidelines. You agreed to revisit the design to see whether the building could be revised to meet a 50-foot setback, and you agreed to check whether your design files have documented the depth of protective cover over the pipeline in this area. If the building configuration cannot be adjusted to meet the 50-foot setback, the federal regulations would require additional protective cover over the pipeline, for a total minimum depth of cover of at least 48 inches. If your files don't have depth of cover information, PPLC's field personnel can re-mark the existing depth of cover to support your confirming or revising the grading plan to meet the required cover.

- Maneuvering area in front of boat storage building door - You agreed to provide an analysis of the maneuvering requirements of the vehicles that will be used to move boats into and out of the building to confirm that the proposed fire lane area provides adequate maneuvering room to ensure that the vehicles will not need to maneuver over the pipelines outside the paved fire lane. You explained that the principal vehicle for this will be the marine fork truck, which has a very low turning radius; we asked that any trucks and trailers that may be used for this also be assessed, and we suggested that positive vehicle control such as a guard rail may be warranted to ensure that maneuvering does not extend over the pipelines longer-term.
- Grass under drained soil filters - You explained that these were relocated in response to shoreland zoning review comments, and that the revised designs intended to provide space for earthwork related to pipeline maintenance. We discussed that damage by PPLC maintenance work would be at the landowner's expense and responsibility, and you said that would be acceptable.
- Utility pipeline crossing information - The revised Grading and Utilities Plan that you provided answered this by demonstrating that the proposed drain pipe crossing design has not changed since the version PPLC reviewed last October, and met PPLC clearance requirements.

We look forward to hearing back from you regarding the first two bullet items.

Thanks again -

- Ken

Ken P. Brown | Portland Pipe Line Corporation / Montreal Pipe Line Limited | p. 207.767.0449 | c. 207.233.6349 | ken.brown@pmpl.com

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To: "Ken P. Brown" <Ken.Brown@pmpl.com>
Cc: "Chris J. Gillies" <Chris.Gillies@pmpl.com>, "Jeff M. Leary" <Jeff.Leary@pmpl.com>, "Jake S. Hunnewell" <jhunnewell@sebagotechnics.com>, "Nicholas Payeur" <nicholas.payeur@pmpl.com>, "Rebecca Gabryszewski" <rgabryszewski@sebagotechnics.com>, "Mike Soucy (mikesoucy@portharbormarine.com)" <mikesoucy@portharbormarine.com>
Date: 07/27/2023 02:38 PM
Subject: RE: Jordan Bay Marina, PPLC Right of Way Parcel 102, Port Harbor Holdings I, MP 22.3, Raymond, ME

Ken,

Thank you for getting back to me. Relative to your comments, I offer the following input:

- Relative to the building placement, we noted that the PPLC *Construction Practices and Design of Projects* guidelines “strongly recommends” the 50-foot separation from pipeline. We designed to achieve the best separation that we were able based upon the site restrictions including the PPLC’s requests. Based upon all the restrictions, at the closest location, we achieved approximately 29’ separation from the cathodic protection pipeline and approximately 38’ to the unused main line through the site. Per the drawing, the separation increases towards the south end of the building. The building location has been designed to meet the required setbacks of the town and other jurisdictional agencies.
- The prior layout required additional maneuvering room because of the proposed boat rack that faced the pipeline as well as the fact the prior building included space used for maintenance and service. The current building is for boat storage only and there will be no storage of boats, temporary or rack storage, on the west side of the building. The only movements through this area will be the turning movements into the building or through the area to access the outside storage to the south of the building.
- The location of the under drained soil filter to the east of the 18” oil line is located such that the top of the slope is 20’ from the oil line. In my online meeting with Jay Magee, PPLC, on June 21, 2022, the grading in the area of the pipeline was discussed to ensure PPLC access for maintenance and other work. We were told that it would be necessary to allow for equipment/trench boxes that would set up centered on the main; the design of the grading at the proposed crossing was developed based upon having sufficient room for the equipment as discussed and additional room to the for materials and excavation. We used this criterion for the placement of the under drained soil filter east of the pipeline to minimize the impacts to the vegetated area in the shoreland zone (main purpose of the redesign of the site).
- My apologies on omitting information that we previously provided for the crossing within the pipeline corridor; I have included the Grading and Utilities Plan that shows the crossing. This crossing is at the same location as the prior site design for the outfall of under drained soil filter #1. There is no crossing of the pipelines for the runoff to under drained soil filter # 2 as all runoff is from sheet flow over this area.

Your email references other comments from your email of October 12, 2022. Relative to the other statements in that email, we plan to provide a copy of the final plans to PPLC once all approvals are obtained for the project as requested. There is a note on the plans that indicates that there will be no snow storage over the pipelines. Lastly, we have noted your comment relative to the pipeline corridor as depicted on the plan. The easement of record does not include a definite easement on the property and the corridor is depicted as a reference.

Once you have had a chance to review our responses, I am available to meet with you to discuss further the project as we move forward.

Thanks, Rob

Robert McSorley, PE *Senior Project Manager*

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75 John Roberts Rd., Suite 4A, South Portland, ME 04106
Office: 207.200.2100 | Direct: 207.200.2074 | Mobile: 207.939.1809
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From: Ken P. Brown <Ken.Brown@pmpl.com>
Sent: Monday, July 24, 2023 7:56 AM
To: Robert McSorley <rmcsorley@sebagotechnics.com>
Cc: Chris J. Gillies <Chris.Gillies@pmpl.com>; Jeff M. Leary <Jeff.Leary@pmpl.com>; Jake S. Hunnewell <jhunnewell@sebagotechnics.com>; Nicholas Payeur <nicholas.payeur@pmpl.com>; Rebecca Gabryszewski <rgabryszewski@sebagotechnics.com>
Subject: RE: Jordan Bay Marina, PPLC Right of Way Parcel 102, Port Harbor Holdings I, MP 22.3, Raymond, ME

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Rob -

Thank you for providing the June 14, 2023 revised version of the Site Plan, Sheet 5 of 13.

The Portland Pipe Line Corporation (PPLC) email dated October 12, 2022, copied below, was based on the September 14, 2022 plan set that had been developed with your extensive prior coordination with PPLC.

Compared to the September 14, 2022 plan set, the revised June 14, 2023 Site Plan:

- no longer conforms to the PPLC *Construction Practices and Design of Projects* guidelines with respect to a 50-foot building setback from the 18-inch diameter pipeline;
- no longer provides a broad paved yard outside the depicted "Portland Pipeline Corridor" for maneuvering vehicles, trailers, and boats accessing the building access door(s);
- no longer locates both "grass under drained soil filters" outside the depicted "Portland Pipeline Corridor"; and
- does not yet include utility pipeline crossing information related to the "grass under drained soil filters", as had been provided on the September 14, 2022 Grading & Utilities Plan, Sheet 6 of 13.

The revised June 14, 2023 Site Plan also does not address PPLC's other October 12, 2022 comments.

Thank you again for continuing to coordinate the project planning with Portland Pipe Line Corporation.

- Ken

Ken P. Brown | Portland Pipe Line Corporation / Montreal Pipe Line Limited | p. 207.767.0449 | c. 207.233.6349 | ken.brown@pmpl.com

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From: "Robert McSorley" <rmcsorley@sebagotechnics.com>
To: "Ken P. Brown" <Ken.Brown@pmpl.com>
Cc: "Jesse Magee" <Jesse.Magee@pmpl.com>, "Nicholas Payeur" <nicholas.payeur@pmpl.com>, "Jeff M. Leary" <Jeff.Leary@pmpl.com>, "Chris J. Gillies" <Chris.Gillies@pmpl.com>, "Rebecca Gabryszewski" <rgabryszewski@sebagotechnics.com>, "Jake S. Hunnewell" <jhunnewell@sebagotechnics.com>
Date: 07/12/2023 09:58 AM
Subject: RE: Jordan Bay Marina, PPLC Right of Way Parcel 102, Port Harbor Holdings I, MP 22.3, Raymond, ME

Good morning Ken,

Hope all is well.

I am reaching back out to you relative to Jordan Bay Marina. Since the last plan that we provided to you, we had to scale back the amount of the project because of the expanded shoreland zoning area in Raymond. Accordingly, we are requesting that you review the new project layout and provide a statement relative to your acceptance of it. Per the past configuration, we have removed the gravel boat storage area over the existing pipelines and our proposed edge of pavement is in the same location as previously proposed. The major change is to the building and the removal of the area indicated on the attached plan from the development.

Please review at your earliest possible convenience and provide a new statement that we can provide as part of our request for planning board approval.

Thank you once again for your assistance, Rob

Robert McSorley, PE *Senior Project Manager*

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Office: 207.200.2100 | Direct: 207.200.2074 | Mobile: 207.939.1809
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From: Ken P. Brown <Ken.Brown@pmpl.com>

Sent: Wednesday, October 12, 2022 12:53 PM

To: Robert McSorley <rmcsorley@sebagotechnics.com>

Cc: Jesse Magee <Jesse.Magee@pmpl.com>; Nicholas Payeur <nicholas.payeur@pmpl.com>; Jeff M. Leary <Jeff.Leary@pmpl.com>; Chris J. Gillies <Chris.Gillies@pmpl.com>

Subject: RE: Jordan Bay Marina, PPLC Right of Way Parcel 102, Port Harbor Holdings I, MP 22.3, Raymond, ME

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Rob -

Portland Pipe Line Corporation (PPLC) appreciates the plan revisions that Sebago Technics, Inc. has made during design reviews with PPLC. We are in general agreement with the proposal as depicted on the plan set dated September 14, 2022, as posted on the Town of Raymond Planning Board website.

Once the plans are final, we intend to provide the landowner with a letter of authorization for the proposed work near the pipelines and within the pipeline easement. The authorization will be conditional to conformance with our attached Construction Practices guidelines, and conditional to final plans, including those recorded at the Registry of Deeds, including notes clarifying that there will be no storage of any kind including snow storage over the pipelines and clarifying that the "pipeline corridor" that is depicted on the drawings for planning purposes does not represent the deeded easement on this parcel.

Thank you for coordinating this work with PPLC in advance.

Thanks -

- Ken

Ken P. Brown | Portland Pipe Line Corporation / Montreal Pipe Line Limited | p. 207.767.0449 | c. 207.233.6349 | ken.brown@pmpl.com

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To: "Jesse Magee" <Jesse.Magee@pmpl.com>
Cc: "Ken P. Brown" <Ken.Brown@pmpl.com>, "Nicholas Payeur" <nicholas.payeur@pmpl.com>, "Randy A. Hughes" <randy.hughes@pmpl.com>
Date: 08/22/2022 12:26 PM
Subject: RE: Jordan Bay Marina

Jay,

Following up on your email. Would you like to do an online meeting with Ken.

Thanks, Rob

Robert McSorley, PE *Senior Project Manager*

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Office: 207.200.2100 | Direct: 207.200.2074 | Mobile: 207.939.1809
rmcsorley@sebagotechnics.com | www.sebagotechnics.com

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From: Jesse Magee <Jesse.Magee@pmpl.com>

Sent: Thursday, August 4, 2022 11:19 AM

To: Robert McSorley <rmcsorley@sebagotechnics.com>

Cc: Ken P. Brown <Ken.Brown@pmpl.com>; Nicholas Payeur <nicholas.payeur@pmpl.com>; Randy A. Hughes <randy.hughes@pmpl.com>

Subject: Re: Jordan Bay Marina

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Hello Bob:

Thanks for making the design changes.

I will review the design with Ken Brown when he returns from Vacation next Thursday.

Regards:

Jesse G. Magee III
Senior Engineer
Portland Pipe Line Corporation
PH: 207-767-0415
MB:207-233-4002

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From: "Robert McSorley" <rmcsorley@sebagotechnics.com>
To: "Jay MaGee (Jesse.magee@pmpl.com)" <Jesse.magee@pmpl.com>
Cc: "Mike Soucy (mikesoucy@portharbormarine.com)" <mikesoucy@portharbormarine.com>
Date: 08/03/2022 04:39 PM
Subject: Jordan Bay Marina

Good afternoon Jay,

Reaching back out to relative to the proposed expansion of the Jordan Bay Marina with the following:

- We pulled back the pavement from over the oil pipelines. There is no longer any parking shown over the pipelines.
- We made sure that the grading allows Portland Pipeline to straddle either line with a backhoe and trench box if needed for work on the pipe as requested.
- The line are now labeled as CO for Crude Oil.
- The easement callout has not been removed yet; it is intended to change the wording to from "easement" to "corridor."
- I have indicted the pipeline elevations that we found when the test pit was dug. Unfortunately, the perfect elevation for our drainage pipe is right through the pipelines. Going under the pipelines is not as option as the pipe will never break out and hit the ground surface. We have revised our stormwater design to minimize the discharge pipe size (8") and sketched the pipe going over with 1' of clearance with oil pipeline (12") with minimal adequate cover for frost and for heavy vehicle traffic. It requires us to raise the our treatment filter 0.5' impacting more of site and impacting more wetlands (3,500 sf+) but it works.

Give me a call to discuss after you have reviewed.

Thanks, Rob

Robert McSorley, PE *Senior Project Manager*

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REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

Regulatory Division
CENAE-RDC
NAE-2022-01933

August 18, 2023

Mr. Mike Soucy
Port Harbor Holdings I, LLC
1 Spring Point Dr.
South Portland, ME 04106

Dear Mr. Soucy:

This letter concerns Department of the Army General Permit No. NAE-2022-01933, which authorized the placement of fill in about 36,199 sq. ft. (0.83 acre) of adjacent wetlands to Sebago Lake in conjunction with the expansion of an adjacent property to the existing Jordan Bay Marina for maintenance, sales, services and storage located at 1326 Roosevelt Trail in Raymond, Maine.

In accordance with your recent request, the previous authorization is hereby amended to reflect the decrease in the amount of fills to waters from 36,199 sq. ft. (0.83 acre) to 20,009 sq. ft. (0.46 acre). This work is shown on the enclosed plan entitled "JORDAN BAY MARINA" on one sheet dated "07-21-22" and revised on "6/15/23".

You must perform this work in compliance with the terms and conditions of the Maine General Permits and also in compliance with the following special condition that is hereby amended to reflect the decrease in the placement of fill within wetlands:

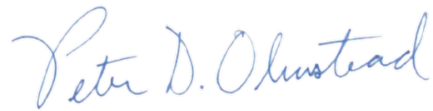
Compensatory mitigation for unavoidable impacts to palustrine-forested shall consist of purchasing 0.46 credit from the Maine Natural Resource Conservation Fund. As of the date of this authorization letter, the current cost to purchase this credit is \$117,652.92. The attached completed In-Lieu-Fee (ILF) Project Data Worksheet shall be mailed with a cashier's check or bank draft made out to "Treasurer, State of Maine", with Corps file number "NAE-2022-01933" and "For ILF accountant only" clearly noted on the check. The check and worksheet shall be mailed to Maine Department of Environmental Protection, Attention: ILF Program Administrator, 17 State House Station, Augusta, Maine 04333. No impacts authorized by this permit shall begin until the Corps receives a copy of the letter from the Maine Department of Environmental Protection (Maine DEP) to the permittee stating that the Maine DEP has received the check and accepts responsibility for mitigation. The in-lieu-fee amount is valid for one year from the date of this authorization letter and is subject to change.

All other terms and conditions of the original permit remain in full force and effect.

We continually strive to improve our customer service. In order for us to better serve you, please complete our Customer Service Survey located at <https://regulatory.ops.usace.army.mil/customer-service-survey/>

If you have any questions, please contact Amanda L. T. Sayles of my staff at (978)-318-8486.

Sincerely,

A handwritten signature in blue ink that reads "Peter D. Olmstead". The signature is written in a cursive style with a large initial "P".

Peter D. Olmstead
Chief, Maine
Section Regulatory
Division

Robert McSorley

From: Robert McSorley
Sent: Monday, August 28, 2023 2:33 PM
To: Sirois, Alison; Waddell, David A
Cc: Mike Soucy (mikesoucy@portharbormarine.com)
Subject: RE: Jordan Bay Marina

Alison,

Town typically wants the submission the day after the preceding Planning Board meeting which was scheduled for September 13. If there is anything that I do to lighten the load, let me know.

Thanks so much Alison, Rob

Robert McSorley, PE *Senior Project Manager*

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From: Sirois, Alison <Alison.Sirois@maine.gov>
Sent: Monday, August 28, 2023 1:24 PM
To: Robert McSorley <rmcsorley@sebagotechnics.com>; Waddell, David A <David.A.Waddell@maine.gov>
Cc: Mike Soucy (mikesoucy@portharbormarine.com) <mikesoucy@portharbormarine.com>
Subject: RE: Jordan Bay Marina

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Hi Rob,

I believe I have everything I need. When do you need to submit the application materials for the October planning Board meeting? I have several permits that I need to write so if you can give me the latest possible date to get it to you, I plan on that.



Alison Sirois (she/her)
Regional Manager, Bureau of Land Resources
Maine Department of Environmental Protection
Phone (207)699-7028 Office (207)822-6300
www.maine.gov/dep

From: Robert McSorley <rmcsorley@sebagotechnics.com>
Sent: Monday, August 28, 2023 12:49 PM
To: Sirois, Alison <Alison.Sirois@maine.gov>; Waddell, David A <David.A.Waddell@maine.gov>
Cc: Mike Soucy (mikesoucy@portharbormarine.com) <mikesoucy@portharbormarine.com>
Subject: RE: Jordan Bay Marina

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Good afternoon, Alison and Dave,

Reaching out to make sure that you do not need any additional information. I assume that we are good since we are 60 out since our submission. We are approaching the submittal cutoff date for the next Planning Board meeting and would like to resubmit for the hearing in October. We will need permit to move forward; when do you think that MDEP will act on the application?

Thanks, Rob

Robert McSorley, PE *Senior Project Manager*

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From: Robert McSorley <rmcsorley@sebagotechnics.com>
Sent: Tuesday, August 8, 2023 6:43 PM
To: Alison.Sirois@maine.gov; David.A.Waddell@maine.gov
Cc: Mike Soucy (mikesoucy@portharbormarine.com) <mikesoucy@portharbormarine.com>; Jake S. Hunnewell

<jhunnewell@sebagotechnics.com>; Rebecca Gabryszewski <rgabryszewski@sebagotechnics.com>

Subject: RE: Jordan Bay Marina

Good evening, Alison and Dave,

Quick message with you all. We have a meeting with the town planning board tomorrow night and was hoping to get an update on status so that we can provide the same to the planning board.

If you have a chance to write me a brief email update, it would be greatly appreciated.

Thanks, Rob

Robert McSorley, PE *Senior Project Manager*

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From: Robert McSorley <rmcsorley@sebagotechnics.com>

Sent: Friday, June 16, 2023 11:54 AM

To: Alison.Sirois@maine.gov; David.A.Waddell@maine.gov

Cc: Mike Soucy (mikesoucy@portharbormarine.com) <mikesoucy@portharbormarine.com>; Jake S. Hunnewell <jhunnewell@sebagotechnics.com>

Subject: Jordan Bay Marina

Alison/Dave,

We have work with our client and made modifications for this project that we have submitted to the Town of Raymond for Planning Board review. I am including a link that contains a cover letter, the revised plans, revised stormwater report and modified supporting information relative to the wetland impacts, link: [Jordan Bay](#). Please recommence the review for the project. If you need/want hard copies, let me know how many copies and where you want me to send the information.

Thanks for all your help. Much appreciated.

Rob

Robert McSorley, PE *Senior Project Manager*

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