

1.0 Background

The City desires that the Developer consider the costs and implementation schedules for incorporation of core infrastructure improvements at the Maine State Pier. These activities are generally proposed to support the anticipated and ongoing uses for the facility that will complement the proposed redevelopment project. The preferred functional improvements include:

- Preservation of berthing for vessels up to 80,000 GWT
- Recommended structural and maintenance upgrades
 - Repair of deteriorated piles and foundation supports
 - Stabilization of the fill area along the west side of the pier
 - General maintenance and repairs to the pier
- Preservation of existing and construction of new utility services

The City also desires that the developer consider the costs and implementation schedule for repairs to the sea wall in the vicinity of the proposed Casco Bay Park Improvements. The granite stone sea wall that extends from the Maine State Pier to the easterly limits of the proposed Casco Bay Park is in need of monitoring and repairs due to wave action and apparent deterioration of the timber footing under the wall. Partial wall reconstruction and re-paving of the parking / queuing surface and installation of guardrail was completed in May 2008. As Casco Bay Park is developed this sea wall is expected to be maintained within the footprint of the improvements proposed by the Developer. The improvements to the Casco Bay Park area will include demolition of site structures, utilities, and new pavement within the footprint of the park. New construction will include installation of brick sidewalks, granite curbing, granite landscape features, planting of trees, loam and seed, and appropriate site drainage. It is assumed that improvements required to construct the proposed queuing configuration adjacent to the park will be done by others.

2.0 Preferred Alternate: February 2007 Olympia Proposal at the Maine State Pier

The rehabilitation of the Maine State Pier is composed of three areas of repairs: northerly section, southerly section and easterly perimeter pier. The pier will be rehabilitated to encompass a new hotel at the north end of the pier and retail shops and restaurants at the south end of the pier. Compass Park will be transformed into Compass Park Village and expanded to the easterly section of the pier. The pier will be structurally upgraded to provide additional lateral support for berthing loads and additional vertical capacity as necessary to support building loads similar to current and former loads imposed by various shed buildings. The easterly side of the pier will be enhanced with the installation additional fenders, bollards, and independent mooring dolphins as needed to support larger ships in the 80,000 GWT class.

The northerly 460 feet of the pier, which was built in 1922, will be demolished including the existing shed, offices and pier structure. The northerly section will be stabilized by constructing a steel sheet pile bulkhead and anchor system, which will be backfilled to allow the construction of the Developer's hotel on an independent pile-supported foundation.

The southerly 540 feet of the pier, also built in 1922, will require extensive rehabilitation and scheduled long-term maintenance. The southerly portion of the existing shed will be demolished. The rehabilitation will include a mix of replacing some of the 3200 timber piles under the concrete deck, wrapping some piles, and installing some new timber bracing. The concrete deck is in fair condition but will require some repairs and a topping to accommodate the pedestrian use of the restaurants and shops.



The 36-foot wide easterly perimeter pier is in generally good condition with minimal repairs needed. This area will be enhanced for the entire length of the pier to accommodate 80,000 GWT vessels by the addition of independent mooring dolphins, as needed, installed on the easterly side of the pier, the addition of fender piles and bollards, and a security fence to provide separation from the hotel, Compass Park Village, and adjacent pedestrian areas. Future repairs / rehabilitation of remaining timber piles will be required to maintain the structural capacity of the pier support system.

