

**ENGINEERING DIVISION**  
**Portland Department of Public Services**  
**55 Portland Street**  
**Portland, ME 04101**

**M E M O**

TO: Helen Donaldson  
FROM: Mike Farmer, Project Engineer  
DATE: Oct. 19, 2015  
Revised 10/21/2015 (Added comment 8)  
RE: 158 Fore Street (Hotel)

I am submitting the following comments, on behalf of the Engineering Division, regarding the Site Plan for the proposed AC Hotel project at 158 Fore Street. These comments are based on review of the Utility Plan (9/29/2015), Site Plan (9/29/2015), and Construction Details sheet C2.0 (9/29/2015).

1. We recommend that the electric power supply for the project be extended from the existing underground electric power distribution system in Fore Street and other adjacent streets, not from the existing utility pole and overhead wires at the corner of Fore St. And Hancock St., as shown on the plans. The project plans should include removing the existing utility pole and overhead wires, if this can reasonably be done at a reasonable cost.
2. Underground electric power (and underground communication) conduits in the street right of way should be incorporated into concrete encased duct banks. The details on sheet C2.0 should be revised accordingly.
3. We would like to have a chance to review the electric utility service plans for the project after they have been approved by CMP Co. staff.
4. The plans show two grease traps, which would be privately owned and maintained, in the street right-of-way. We have allowed private grease traps in City streets in some retrofit situations where existing buildings and existing businesses had no practical alternatives. However, in projects such as this, which entail complete site development and new building construction from the foundation up, there would seem to be no good reasons why an efficient and practical design that includes private grease traps on private property could not be created. We believe that public streets should be reserved for public purposes. For these reasons, we recommend that the design be revised to put the grease traps on private property. There should also be sanitary sewer manhole(s) on the grease trap discharge lines, so that the wastewater from the grease traps could be isolated and collected for analysis.
5. The grease trap details on sheet C2.0 should be revised as follows, if they are to be located in a public street or sidewalk. The grease traps should be H-20 load rated. The grease traps should be recessed below finish grade and the access ports should be provided with cast iron manhole frames and covers, set on three or more courses of brick and mortar (concrete grade rings might be used in some situations).

6. All new (or reset) granite curb construction should be laid out so that mitered corners are not used on curb “bump outs,” or other areas, where they are exposed to possible plow damage. Circular curb should be used in these areas in lieu of mitered corners. The curb layout should be designed so no curb pieces shorter than 4 feet are required.
7. The circular driveway plans show accessible sidewalk ramps adjacent to granite cobblestone pavement in the driveway. The granite cobblestones would look nice; but, I wonder if the cobblestone surface can be constructed smooth enough to meet ADA design standards.
8. Fore Street from Atlantic St. to Franklin St. is on the Street Opening Moratorium list. This section of Fore Street was paved on 10/21/2011, which means it will come off the moratorium list on 10/22/2016. When a street, such as Fore Street, is on the moratorium list, certain limits may apply; the street opening permit fee charged for excavating in the street is typically higher than the fee for the same excavation when the street is not on the moratorium list. Any party planning an excavation in a City street should contact the City Department of Public Services, before committing to dig the excavation, to learn about permit fees and requirements.