



Helen Donaldson <hcd@portlandmaine.gov>

Re: AC Hotel Portland - Internal Staff Comments - Ramps/Crosswalks & Lighting

Tom Errico <thomas.errico@tylin.com>

Thu, Feb 9, 2017 at 8:13 AM

To: Helen Donaldson <hcd@portlandmaine.gov>

Cc: Jeremiah Bartlett <jbartlett@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>

Hi Nell – Following discussions with DPW Operations staff, the center line should be located with equal 12-foot lanes. With this adjustment, the shift pavement markings through the Hancock Street intersection may not be necessary. Let me know if you have any questions.

Thanks

Thomas A. Errico, PE
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Traffic Engineering Director
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From: Helen Donaldson [<mailto:hcd@portlandmaine.gov>]

Sent: Wednesday, February 8, 2017 3:37 PM

To: Tom Errico <thomas.errico@tylin.com>

Cc: Jeremiah Bartlett <jbartlett@portlandmaine.gov>; Bruce Hyman <bhyman@portlandmaine.gov>

Subject: Re: AC Hotel Portland - Internal Staff Comments - Ramps/Crosswalks & Lighting

Did you guys come to a conclusion on this yesterday?

On Tue, Feb 7, 2017 at 9:43 AM, Helen Donaldson <hcd@portlandmaine.gov> wrote:

Okay. If you guys can take a look this afternoon and get back to me, that would be great. They're pressing on a building permit, and I would like this to be wrapped up before then.

Thanks for all of your help.

Nell

On Tue, Feb 7, 2017 at 9:18 AM, Tom Errico <thomas.errico@tylin.com> wrote:

I would suggest we discuss today at 1:30pm. My suggestion would not to have the transition markings and adjust the center line east of Hancock.

Thanks

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From: Helen Donaldson [mailto:hcd@portlandmaine.gov]

Sent: Friday, February 3, 2017 9:16 AM

To: Jeremiah Bartlett <jbartlett@portlandmaine.gov>

Cc: Bruce Hyman <bhyman@portlandmaine.gov>; Tom Errico <thomas.errico@tylin.com>

Subject: Re: AC Hotel Portland - Internal Staff Comments - Ramps/Crosswalks & Lighting

All,

Attached is the latest attempt at the pavement marking plan for 158 Fore.

Can you take a look and let me know by mid-week next week if this does the trick?

Thanks,

Nell

On Tue, Jan 17, 2017 at 10:34 AM, Jeremiah Bartlett <jbartlett@portlandmaine.gov> wrote:

On Fore Street we do want that line, and more than 12 feet adjacent to parking (13 would be fine).

On Tue, Jan 17, 2017 at 9:42 AM Helen Donaldson <hcd@portlandmaine.gov> wrote:

Sorry, one more thing: On Fore Street we do want the center line? And if so, Tom's question applies - [Are we okay with two 12-foot lanes? Or do we want a](#)

[wider lane abutting the parking? It also does not transition across the Hancock](#)

[intersection.](#)

On Tue, Jan 17, 2017 at 8:07 AM, Jeremiah Bartlett <jbartlett@portlandmaine.gov> wrote:

Hi Nell,

Unless there is a centerline now on Hancock, we don't need it, and we don't tend to paint loading zones. I'm fine with removing them.

Thanks,

Jeremiah

Jeremiah J. Bartlett, PE, PTOE

Transportation Systems Engineer

Department of Public Works

City of Portland, Maine

jbartlett@portlandmaine.gov

On Mon, Jan 16, 2017 at 9:05 PM, Helen Donaldson <hcd@portlandmaine.gov> wrote:

Okay. I need to wrap this up. I will ask them to adjust the ramps at Fore/Hancock and to look at the landing opposite Fore. I will also look at the lighting. The unresolved items from our end seem to be:

- the centerline on Hancock (do we need it?)
- the painting of the loading zone (do we need it?)

I think both of these are in your court, Jeremiah. Let me know what you think and we will finally (hopefully) let this one go...

Nell

On Fri, Jan 13, 2017 at 9:35 AM, Tom Errico <thomas.errico@tylin.com> wrote:

My intention was noting warning signs on Fore only. Agreed no need for Thames. Thanks for the clarification

Thomas A. Errico, PE

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From: Bruce Hyman [mailto:bhyman@portlandmaine.gov]

Sent: Friday, January 13, 2017 9:32 AM

To: Tom Errico <thomas.errico@tylin.com>

Cc: Helen Donaldson <hcd@portlandmaine.gov>; Jeremiah Bartlett <jbartlett@portlandmaine.gov>

Subject: Re: AC Hotel Portland - Internal Staff Comments - Ramps/Crosswalks & Lighting

At the Thames intersection – why not have them design the ramps with redevelopment in mind. Just a slight rotation of ramp. Not a big deal.

I think the current design does that for the future crosswalk across Hancock at Thames - it makes it more perpendicular rather than moving the two ramps closer

together (if that was what the intent of the ramp config drawn in red suggested I saw on Tuesday - I think it tried to make the short-term less skewed but it would have been more skewed in the future with redevelopment, I think).

I am okay with warning signs across Fore Street crossing. Thames/Hancock is an all-way stop so I'd at least start out w/o them.

Do we need centerline at all on Hancock? - local street <6000adt. Not sure why there is one now (shown in StreetView). Fore Street centerline, I'll defer to JB.

B

On Fri, Jan 13, 2017 at 9:02 AM, Tom Errico <thomas.errico@tylin.com> wrote:

Hi – As few comments/suggestions:

-

The STOP bar on Fore Street should be deleted.

-

Parking spaces are NOT to be marked and can remain for illustration purposes only.

-

Warning signs at the crosswalk should be noted – unless Bruce and Jeremiah do not think necessary

-

I agree with Bruce that the ramp from the project corner to the SE corner of Fore/Hancock should be adjusted to reflect a two-ramp scenario. A slight shift of the ramp.

-

Center line marking – Bruce/Jeremiah: Are we okay with two 12-foot lanes? Or do we want a wider lane abutting the parking? It also does not transition across the Hancock intersection.

-

Jeremiah – should the loading zone be painted? I would suggest signs only.

-

At the Thames intersection – why not have them design the ramps with redevelopment in mind. Just a slight rotation of ramp. Not a big deal.

Thanks

Thomas A. Errico, PE

Senior Associate

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From: Bruce Hyman [mailto:bhyman@portlandmaine.gov]

Sent: Tuesday, January 10, 2017 4:09 PM

To: Helen Donaldson <hcd@portlandmaine.gov>

Cc: Tom Errico <thomas.errico@tylin.com>; Jeremiah Bartlett <jbartlett@portlandmaine.gov>

Subject: Re: AC Hotel Portland - Internal Staff Comments - Ramps/Crosswalks & Lighting

Thames/Hancock:

•

I am generally in favor of the ramp configuration as shown at Thames/Hancock Streets. It anticipates pretty well a future new 2 ramp configuration across Hancock Street. It is skewed for the short term but I'd imagine something happening here fairly near-mid

term. I think the shown skew for the crosswalk across Thames is also okay given what's there for the foreseeable future for Ocean Gateway.

Fore/Hancock:

-

I do like the new alignment for ramps and crosswalk across Fore Street serving the garage but the configuration of the ramp in front of the parking garage may need to be changed to allow for up to 5' of depth for the landing area IF the landing butts

up against a building or other vertical element. It looks like it is just aligned with the recessed area of the building but I'd want assurance that there is sufficient clearance for wheelchair users or others to continue to travel along Fore Street without

traversing the flares of the curb ramp. It might need to be moved a couple of feet to the east (toward Hancock) to achieve adequate clearance. At a minimum, I'd want confirmation that the cross-slope for the sidewalk leading up to the shown landing area does

not exceed 2%.

-

I don't think the ramp serving the crossing of Hancock Street anticipates as well a potential future 2 ramp configuration on the SE corner of the intersection. It doesn't look like anything precludes the ramp to be moved a couple of feet to the south along

Hancock to achieve a better alignment, but I'm not rabid about this one.

I would want to see the lighting plan to ensure that the crosswalks are adequately lit. We may want the light pole that is shown just west of Hancock on Fore Street to be moved

closer to the crosswalk.

On Tue, Jan 10, 2017 at 9:04 AM, Helen Donaldson <hcd@portlandmaine.gov> wrote:

Can you guys take a look at this pavement marking/crosswalk plan for 158 Fore and let me know if it addresses the conditions of approval to your satisfaction?

Nell

----- Forwarded message -----

From: **Ara Aftandilian** <aa.summit@prodigy.net>

Date: Thu, Jan 5, 2017 at 5:14 PM

Subject: AC Hotel Portland

To: Helen Donaldson <hcd@portlandmaine.gov>

Cc: "Maureen P. McGlone" <maureen.mcglone@ransomenv.com>, Matt Phillips <mphillips@carroll-assoc.com>

Nell,

Happy New Year, hope you had a good holiday break.

I am getting back to you concerning the remaining PB approval conditions for the AC Hotel project. I have attached the Striping Plan prepared by Gorrill Palmer that address four

of the conditions:

5. The applicant shall provide a pavement marking plan, including details and specifications for implementation, for review

and approval by the Department of Public Works.

6. *Prior to*

the issuance of a certificate of occupancy, the applicant shall provide documentation for changes to the city's on-street parking schedule for review and approval by the Department of Public Works and the City Council.

7.

The applicant shall obtain a change in sidewalk material policy from the City Council for the brick

driveway apron for review and approval by the Department of Public Works.

8. The applicant shall revise plans to depict ADA-compliant perpendicular crosswalks and provide sign and ramp details at Fore and Hancock Streets and Fore and Thames Streets for review and approval by the Department of Public Works and the City Council.

The attached plan addresses these four conditions, and can you please get back to me with any comments or revisions. Can you also advise on how we address the conditions that require

City Council action.

I have instructed Maureen to finalize revisions to the civil plan set for these items as well as some other minor revisions.

Per my notes the only remaining condition is #11, I have a draft lighting plan that I am reviewing now that I expect to submit to you next week.

Please call or email with any questions.

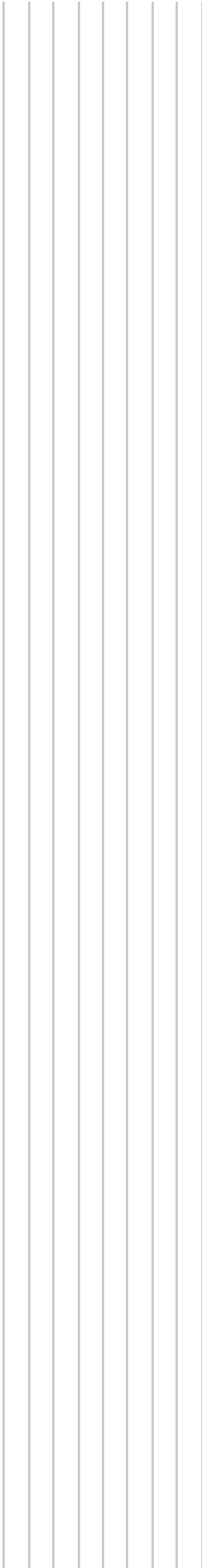
Thanks.

[Ara Aftandilian](#)

[PO Box 394, Topsfield MA 01983](#)

[978.887.3640 office](#)

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exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

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