In response to the **original CMP**, Tom offered the following comments:

the sidewalk detour plan is not acceptable. All temporary detour routes need to be ADA compliant and make sense from a use perspective. If it can fit, it may make sense to provide a temporary facility with a barrier. I would also note that DPW would like the scope and duration of the sidewalk closure to be defined. DPW does not support the occupancy of a sidewalk and/or parking for an extended period of time and construction sequences shall be scheduled to minimize the duration of any occupancy. The applicant should also provide roadway width dimensions for the vehicle loading area on Cumberland Avenue.

In response to the **updated CMP**, Bruce offered the following comments:

1) I don't believe that 3' is sufficient for the pedestrian detour: 5' is our typical minimum but 4' should be our absolute minimum and needs to be fully usable width.

2) I don't believe the dimensions shown take into account, for example, the footprint of the jersey barriers themselves with is probably at least 1.5'-2' in width but should be verified. So the pedestrian detour, jersey barrier and travel lane (we likely want at least 10.5' - but should be checked with Jeremiah) likely won't fit within the 16' available between the curb and existing double-yellow center-line.

3) They also don't show how and where ADA-access is provided from the sidewalk in advance of their property to the pedestrian detour route (from the neighboring YMCA's dumpster driveway?).

4) I'll let others chime in on the use of Forest Ave at that location for delivery of materials "before rush hour" - there are specified hours for construction activity that I believe also include delivery of materials but I'm not positive on that front. Of course it would be advantageous for the deliveries to be then but I'm not sure it's permissible.