

TAB 27



Gorrill-Palmer Consulting Engineers, Inc.

*Engineering Excellence Since 1998*

PO Box 1237  
15 Shaker Rd.  
Gray, ME 04039

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E-Mail: mailbox@gorrillpalmer.com

June 25, 2013

Mr. Marshall Bartlett  
Maine Medical Center  
22 Bramhall Street  
Portland, Maine 04102

Subject: Response to Traffic Permitting History  
Bramhall Campus

Dear Marshall:

The City of Portland has requested documentation that the conditions contained in the Maine Department of Environmental Protection (MeDEP) Site Location of Development Permit (SLODA) L-7981-T3-C-N to Maine Medical Center dated June 2<sup>nd</sup> 1998 for a 49,150 square foot medical office building, have been met. A copy of the permit was previously submitted.

The purpose of this letter is to summarize the compliance with that permit.

**Conditions a through g; and o through s** – These conditions were met as documented in the attached letter “A” from our office to Dan Doughty dated February 5, 2003 and a letter from Larry Ash to Peter Hedrich of Gorrill Palmer dated February 19, 2003 attached as letter “B”.

**Conditions h and i** – These conditions were removed from the permit on 8-20-03 by Steve Landry of the MaineDOT. This is attached as letter “C”.

**Conditions j, k, l and n** – These conditions were complied with as noted in the attached letters D, E, and F from our office, MaineDOT and our office respectively as well as the attached layout plan. Please note that condition m was not required in the SLODA permit.

**Condition t** - this condition was complied with as noted in letter “E” previously referenced.

Gorrill-Palmer Consulting Engineers, Inc.

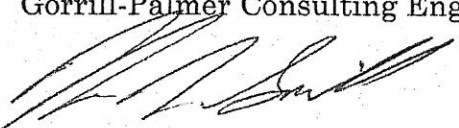
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Mr. Marshall Bartlett  
June 24, 2013  
Page 2 of 2

We hope that this clarifies the status of the traffic permitting compliance for MMC. If you have any questions, please contact our office.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.



Thomas L. Gorrill, P.E., PTOE  
President

TLG/tlg/JN2776/ Marshall 6-25-13



Gorrill-Palmer Consulting Engineers, Inc.

Traffic and Civil Engineering Services

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February 5, 2003

Mr. Dan Doughty  
Maine Medical Center  
22 Bramhall Street  
Portland, ME 04102

Subject: Medical Office Building  
Portland, Maine  
MDEP Permit # L-7981-T3-C-N

Dear Dan:

Gorrill-Palmer Consulting Engineers, Inc. has reviewed the permit issued for the Medical Office Building by the Maine Department of Environmental Protection and determined the status of each condition. For ease of review, each of their conditions is repeated below followed by our assessment of the status:

Congress Street

*Condition a – Parking spaces on the southerly side of Congress Street from a point 55 east of Gilman Street should be restricted to no parking between the hours of 6:00 a.m. through 6:00 p.m. Appropriate signs must be installed. The applicant has responded by clarifying that parking will be restricted to no parking between the hours of 6:00 a.m through 6:00 p.m on the southerly side of Congress Street from a point 55 feet east of Gilman Street to a point 340 feet east of Forest Street. This parking restriction is shown on a plan entitled "Medical Office Building – Traffic and Parking Plan," drawn by Squaw Bay Corporation and dated March 9, 1998.*

Status – This has been done, but we recommend that an additional sign be placed at the point 340 feet east of Forest, and that the sign have an arrow pointing back to the west.

*Condition b – Three parking spaces on the northerly side of Congress Street to the east of the project entrance must be restricted to no parking at all times. Appropriate signs must be installed. The applicant has stated that this will be done. The parking restriction is shown on the plan referenced in Finding 3a.*

Status – One more space needs to be removed, which will open up the curb to an existing driveway, to further improve sight lines for traffic exiting the garage.

Mr. Dan Doughty  
MDEP Permit # L-7981-T3-C-N  
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*Condition c – A Bus Stop – No Parking Area 60 feet long must be appropriately signed and marked on the southerly side of Congress Street opposite Forest Street and a Bus Stop – No Parking Area 56 feet long must be appropriately signed and marked on the northerly side of Congress Street just east of Forest Street. The applicant has stated that the existing bus stops will be maintained. The applicant will need to install appropriate signage at these stops prior to occupancy of the proposed project if signs do not exist there currently.*

Status – Done.

Forest Street:

*Condition d – Two parking spaces on the westerly side of Forest Street opposite the parking garage driveway entrance/exit must be restricted to no parking at all times. Appropriate signs must be installed. The applicant has stated that this will be done.*

Status – Done

Boynton Street (from Forest Street to Weymouth Street):

*Condition e – Boynton Street is currently operating as a 2-way street. For operational and safety reasons, MDOT recommended that either on-street parking between Forest Street and Weymouth Street be prohibited between 6:00 a.m. and 6:00 p.m., or Boynton Street must be restricted to one-way traffic.*

*The applicant has responded that the residents of the area do not wish to designate Boynton Street as one-way. The applicant and the City of Portland have agreed to move all parking to the northerly side of Boynton Street. The Department finds that prohibiting on-street parking or restricting Boynton Street to one-way traffic is not practicable in a central business district. This district is characterized by large numbers of pedestrians, commercial vehicle boardings of goods and people and a heavy demand for parking space.*

Status – Done; Parking has been restricted to the north side only.

Forest Street/Boynton Street

*Condition f – The curb radius of the southeasterly corner of this intersection is deficient. For operational and safety reasons, either the curb radius must be widened to allow right turns to occur without right-turning vehicles encroaching into the opposing travel lane, or the traffic flow on Boynton Street must be restricted to one-way traffic. The Department finds that the curb radius at this corner of the intersection must be widened to the fullest extent practicable within the existing right-of-way.*

Mr. Dan Doughty  
MDEP Permit # L-7981-T3-C-N  
Page 3 of 6

Status – Done; the radius appears to have been maximized and moving the parking to the north side provided additional maneuverability for right turning traffic.

#### St. John Street/Park Avenue

*Condition g – MDOT recommended that St. John Street have parking restrictions to provide additional queue storage at this intersection. The applicant has stated that appropriate signage will be installed.*

Status – Unknown if this was done, but the current condition appears to be acceptable.

*Condition h – The applicant has stated that this intersection will receive supplemental striping for the westbound St. John Street dual left-turn lanes, using thermoplastic type pavement markings.*

Status – Not Done.

*Condition i – MDOT recommended that the exclusive right-turn lane on the westbound Park Avenue approach be re-striped to operate as a shared through/right lane and that Park Avenue from St. John Street to the I-295 on ramps to be re-striped to operate with three through lanes. The applicant has stated that this will be done.*

Status – Not Done.

*Condition j – MDOT recommended that appropriate overhead lane use signs be installed on all approaches and on Park Avenue between St. John Street and the I-295 on ramps. The applicant has stated that this will be done.*

Status – Overhead signage is for one thru-right and one thru-left lane.

#### St John Street / Congress Street

*Condition k – MDOT recommended that Congress Street and St. John Street have parking restrictions made to provide additional queue storage at this intersection. The applicant has stated that appropriate signage will be installed on all approaches except on the northbound St. John Street approach. The Department finds that restricting parking on the northbound St. John Street approach cannot reasonably be done at this central business district location.*

Status – Unknown if this was done, but the current condition appears to be acceptable.

*Condition l – The applicant has stated that the traffic signal controller will be retimed to provide optimum phasing and timing, and appropriate overhead lane use signs will be installed on all approaches.*

Mr. Dan Doughty  
MDEP Permit # L-7981-T3-C-N  
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Status – Overhead signs have not been installed. Status of retiming is unknown.

Congress Street / Valley Street

*Condition m – The applicant has stated that the traffic signal controller will be retimed. However, the applicant states that there is not enough room to provide two 10 foot wide lanes on the eastbound and westbound Congress Street approaches and still provide critical parking space. The Department finds that the addition of the lanes is not practicable in this central business district location.*

Status – No action required.

*Condition n – The applicant has stated that appropriate overhead lane use signs will be installed on all approaches.*

Status – Not Done.

Congress Street / Bramhall Street / Deering Avenue

*Condition o – The applicant has stated that parking at the intersection of Congress Street, Bramhall Street, and Deering Avenue will be restricted on all approaches, as recommended by MDOT except, for the eastbound Congress Street approach. The Department finds that restricting parking for a business on the eastbound Congress Street approach is not practicable in this central business district.*

Status – Unknown if this was done, but the current condition appears to be acceptable.

*Condition p – The applicant has stated that the traffic signal controller will be retimed to provide optimum phasing and timing. MDOT recommended that a left turn prohibition be signed on the southbound Deering Avenue left-turn lane for the PM peak period of 4:00 – 6:00 p.m. The department finds that restricting left turns on the southbound Deering Avenue approach is not practicable in this central business district location.*

Status – No action required.

*Condition q – MDOT recommended that the exclusive pedestrian phase be replaced with concurrent pedestrian phasing. The Department finds that replacing the pedestrian phasing at this intersection is not practicable in this central business district.*

Status – No action required.

*Condition r – The applicant has stated that appropriate lane use signs will be installed on all approaches.*

Mr. Dan Doughty  
MDEP Permit # L-7981-T3-C-N  
Page 5 of 6

Status – Not Done.

Congress Street / Gilman Street

*Condition s – MDOT concurred with the applicant's consultant's recommendation that one parking space be eliminated from the northerly side of Congress Street to the east of Gilman Street. The Department finds that the applicant must install appropriate signage in this location.*

Status – Done.

Forest Street / Park Avenue

*Condition t – MDOT recommended that the intersection of Forest Street and Park Avenue be monitored after project occupancy to assess whether or not an actuated traffic signal is justified. The Department finds that the monitoring must be completed within one year of project occupancy. If a traffic signal is justified based on the monitoring data, then it must be installed within six month following completion of the monitoring.*

Status – Not Done.

Based on the above status review, the following conditions are outstanding:

**Medical Office Building – Outstanding Traffic Permit Compliance Items**

Item	Location	Work
1	Congress Street north of garage driveway	Install parking restriction sign on the south side, 340 feet north of Forest Street.
2	Congress Street north of garage driveway	Install parking restriction sign on the north side at the westerly edge of the first driveway to the east.
3	St. John Street at Park Avenue	Install thermoplastic markings on the northbound approach.
4	St. John Street at Park Avenue	Restripe westbound approach for three thru movements and continue three lanes to I-295.
5	St. John Street at Park Avenue	Install overhead lane use signs on all approaches and up to the I-295 ramps.
6	St. John Street at Congress Street	Install overhead lane use signs on all approaches.
7	Congress Street at Valley Street	Install overhead lane use signs on all approaches.
8	Congress Street at Deering/Bramhall	Install overhead lane use signs on all approaches.
9	Park Avenue at Forest Street	Complete a traffic signal warrant evaluation.

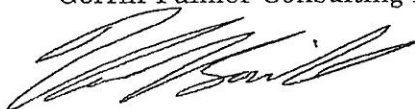
Mr. Dan Doughty  
MDEP Permit # L-7981-T3-C-N  
Page 6 of 6

We have met with Larry Ash, the City of Portland traffic engineer to discuss these items. He is in agreement with item number 1 and has indicated for item number 3 that the City does not utilize thermoplastic markings and will maintain St. John Street markings as paint on an annual basis. He believes item 9 should now read to evaluate signal warrants at Forest Street and Congress since the City required all traffic exiting the garage to turn toward Congress Street. Larry will need to field review the remaining items to determine if the City will allow parking restrictions, placement of overhead lane-use control signs, or revision to lane use assignments. He expects to complete his assessment by February 17.

We recommend that you request an additional 30 day time period (to March 7) from the DEP to respond with a plan of action for the outstanding items. We will continue to work with Larry Ash toward resolution of these items. Should you have any questions or require any additional information please contact the office.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.



Thomas L. Gorrill, P.E., PTOE  
President



Letter 'B'

PHONE NO. :

725  
/W

Feb. 19 2003 09:27AM P1

Department of Public Works



William J. Bray  
Director

**CITY OF PORTLAND**

February 19, 2003

Mr. Peter Hedrich, P.E.  
Gorrill-Palmer Consulting Engineers  
PO Box 1237  
15 Shaker Road  
Gray, ME 04039

RE: Maine Medical Office Building  
Outstanding Traffic Permit Compliance Items

Dear Peter:

Per request I have reviewed nine outstanding items that were conditions of approval when Maine Medical Center in Portland expanded their facility and constructed a parking garage on Congress Street. My recommendations for each item are as follows:

1. Signage is in place
2. Signage is in place
3. The City prefers to use paint rather than thermoplastic
4. I do not wish to expand the number of thru lanes as originally planned on the westbound approach nor expand the number of lanes to I-295. To do so would require the removal of parking and I do not believe this necessary at this time.
5. I do not believe overhead lane use signage is necessary
6. I do not believe overhead lane use signage is necessary
7. I do not believe overhead lane use signage is necessary
8. I do not believe overhead lane use signage is necessary
9. A traffic signal warrant analysis should be done at the Park Ave/Forest St intersection

Should you need further information or assistance please call me at your convenience.

Sincerely,

Larry Ash, P.E.  
Traffic Engineer  
City of Portland



STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 16 STATE HOUSE STATION  
 AUGUSTA, MAINE  
 04333-0016

*Letter 'c'*

JOHN ELIAS BALDACCI  
 GOVERNOR

DAVID A. COLE  
 COMMISSIONER

**Developer:** Maine Medical Center  
**Location:** Congress Street and Forest Avenue, Portland  
**Project:** Medical Office Building  
**Identification Number:** MDEP L-7981-T3-C-N

Pursuant to the provision of 23 M.R.S.A. section 704-A and Chapter 305 of the Department's Regulations, the Department of Transportation has considered the permit modification application of Maine Medical Center for removal of certain existing permit conditions for the Medical Office Building at the intersection of Congress Street and Forest Avenue in Portland, ME, with supportive data, agency review and other related materials on file.

The Maine Department of Transportation agrees to the removal of the following conditions:

Condition h- The applicant has stated that this intersection will receive supplemental striping for the westbound St. John Street dual left turn lanes; using thermoplastic type pavement markings.

Condition i - MDOT recommends that the exclusive right-turn lane on the westbound Park Avenue approach be re-striped to operate as a shared through/right lane and that Park Avenue from St. John's Street to the I-295 on-ramp to be restriped to operate with three through lanes.

These two conditions are not needed at this time.

The City of Portland has requested that the overhead signing required in Conditions j, k, l and n not be installed. The Department of Transportation has determined that overhead lane usage signs at the intersection are deemed necessary. Also condition t has not been fulfilled. Maine Medical Center shall perform a signal warrant analysis at the intersection of Forest Street and Park Avenue. The Department of Transportation will review the warrant analysis and should the Department deem a signal necessary, Maine Medical Center will have a fully actuated traffic signal installed within 6 months of notification by the Department.

BY: Stephen Landry, P.E.  
 Stephen Landry, P.E.  
 Assistant State Traffic Engineer

Date: 8/20/03

AUG 26 2003



PRINTED ON RECYCLED PAPER

(Lethr D)

7/25/03

**GP** Gorrill-Palmer Consulting Engineers, Inc.

Traffic and Civil Engineering Services

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September 12, 2003

Mr. Steve Landry, P.E.  
Assistant State Traffic Engineer  
Maine Department of Transportation  
16 State House Station  
Augusta, ME 04333-0016

RE: Maine Medical Center – Bramhall Campus  
Condition Compliance

Dear Steve:

The Maine DOT has indicated that Maine Medical Center will need to complete the work necessary to comply with conditions j, k, l, and n of the DEP permit for the medical office building/parking garage. Each of these conditions and a description of needed action based on a site visit conducted by Gorrill-Palmer Consulting Engineers, Inc. are provided below:

St John Street / Park Avenue

*Condition j - MDOT recommended that appropriate overhead lane use signs be installed on all approaches and on Park Avenue between St. John Street and the I-295 on ramps. The applicant has stated that this will be done.*

Recommended Actions:

St. John Street Northbound: This approach currently has an overhead illuminated advance lane use sign and a post mounted lane use sign at the intersection. No further action is recommended.

St. John Street Southbound: Install 2 overhead lane use signs on existing spanwire.

Park Avenue Westbound: Install 3 overhead lane use signs on existing spanwire.

Park Avenue west of intersection: There is currently an overhead lane use sign mounted approximately half the distance to the I-295 ramps. No additional signing is recommended.

St John Street / Congress Street

*Condition k - MDOT recommended that Congress Street and St. John Street have parking restrictions made to provide additional queue storage at this intersection. The applicant has stated that appropriate signage will be installed on all approaches except on the northbound St. John Street approach. The Department finds that restricting parking on the northbound St. John Street approach cannot reasonably be done at this central business district location.*

Recommended Actions:

The field review showed that parking is not allowed on the eastbound and southbound approaches, and is prohibited back to "A" Street on the northbound approach (approx.

Mr. Stephen Landry  
September 12, 2003  
Page 2 of 3

300 feet). There is parking allowed on the westbound approach, but this is a two lane approach that is not affected by the parking. Therefore, no changes to the parking are needed at this intersection.

*Condition 1 – The applicant has stated that the traffic signal controller will be retimed to provide optimum phasing and timing, and appropriate overhead lane use signs will be installed on all approaches.*

Recommended Actions:

Traffic Signal retiming: The City of Portland monitors traffic signal operations and adjusts timing and phasing as needed. No further action is needed at this time.

Congress Street Westbound: Install a single sign with dual lane use control legend on mast arm. This will require shifting two signs and one signal head.

Congress Street Eastbound: Install a single sign with dual lane use control legend for thru-right and thru lanes on approach mast arm. Install a left turn only lane use sign on the back of the westbound signal head mast arm. Relocate mast arm street name sign.

St. John Street Northbound: Install a single sign with dual lane use control legend, and relocate street name sign.

St. John Street Southbound: Install a single sign with dual lane use control legend.

Congress Street / Valley Street

*Condition n – The applicant has stated that appropriate overhead lane use signs will be installed on all approaches.*

Recommended Actions:

Congress Street Eastbound and Westbound: Install a single sign with dual lane use control legend on mast arm. Relocate street name sign.

Valley Street Northbound (Southbound one-way away): Install a single sign with dual lane use control legend, and relocate street name sign.

Forest Street / Park Avenue

*Condition t – MDOT recommended that the intersection of Forest Street and Park Avenue be monitored after project occupancy to assess whether or not an actuated traffic signal is justified. The Department finds that the monitoring must be completed within one year of project occupancy. If a traffic signal is justified based on the monitoring data, then it must be installed within six month following completion of the monitoring.*

Recommended Actions:

Gorrill-Palmer submitted a signal warrant analysis and found that installation of a traffic signal is not justified in our opinion. A copy of this analysis was submitted to the MDOT on April 16, 2003 and is enclosed with this letter.

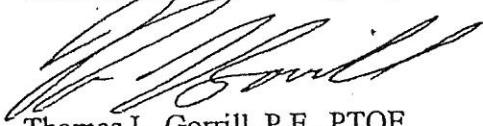
Mr. Stephen Landry  
September 12, 2003  
Page 3 of 3

We request your concurrence with these recommended actions, and will meet with you or Randy Dunton in the field if you would like to further discuss these items.

We look forward to hearing from you.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.



Thomas L. Gorrill, P.E., PTOE  
President

Copy: Dan Doughty, Maine Medical Center  
Hank Dunn, Maine Medical Center  
Larry Ash, City of Portland  
Randy Dunton, MDOT  
Marybeth Richardson, MDEP

TLG/PAH/admin/JN725/Landry9-4-03



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333-0016

725  
IN  
Letter E

JOHN ELIAS BALDACCI  
GOVERNOR

DAVID A. COLE  
COMMISSIONER

September 24, 2003

Tom Gorrill  
Gorrill-Palmer Consulting Engineers  
P.O. Box 1237  
15 Shaker Road  
Gray, ME 04039

RECEIVED  
SEP 26 2003  
BY: \_\_\_\_\_

RE: Maine Medical Center – Bramhall Campus

Dear Tom:

I have reviewed your letter of September 12, 2003 dealing with the remaining mitigation items for the Maine medical Center Bramhall Campus and concur with your findings.

The concur with the signing you propose at St. John Street/Park Avenue, Congress/St. John and Congress/Valley. We also concur with the fact that a signal is not warranted at Forest and Park Avenue. This should take care of the items needed to fulfill the permit.

Please contact the Department when this work has been completed so that Randy Dunton could check to make sure that the items have been taken care of and we can contact Marybeth Richardson to let her know that the items have all been taken care of. If you have any questions feel free to contact me at 624-3632.

Sincerely,

Stephen Landry, P.E.  
Assistant State Traffic Engineer

cc Randy Dunton  
Marybeth Richardson



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Letter F

725.01/c



Gorrill-Palmer Consulting Engineers, Inc.

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January 7, 2004

Mr. Steve Landry, P.E.  
Assistant State Traffic Engineer  
Maine Department of Transportation  
16 State House Station  
Augusta, ME 04333-0016

RE: Maine Medical Center – Bramhall Campus  
Condition Compliance

Dear Steve:

The overhead sign installations as shown on the approved signing plan dated October 2003 have been completed by A.D. Electric under contract with Maine Medical Center. The signage was field reviewed by our office on January 2, 2004 and found to be in conformance with legends and locations as shown on the plan.

These installations complete the condition compliance items associated with DEP File L-7981-T3-C-N for the Medical Office Building and parking garage at the corner of Congress Street and Forest Street.

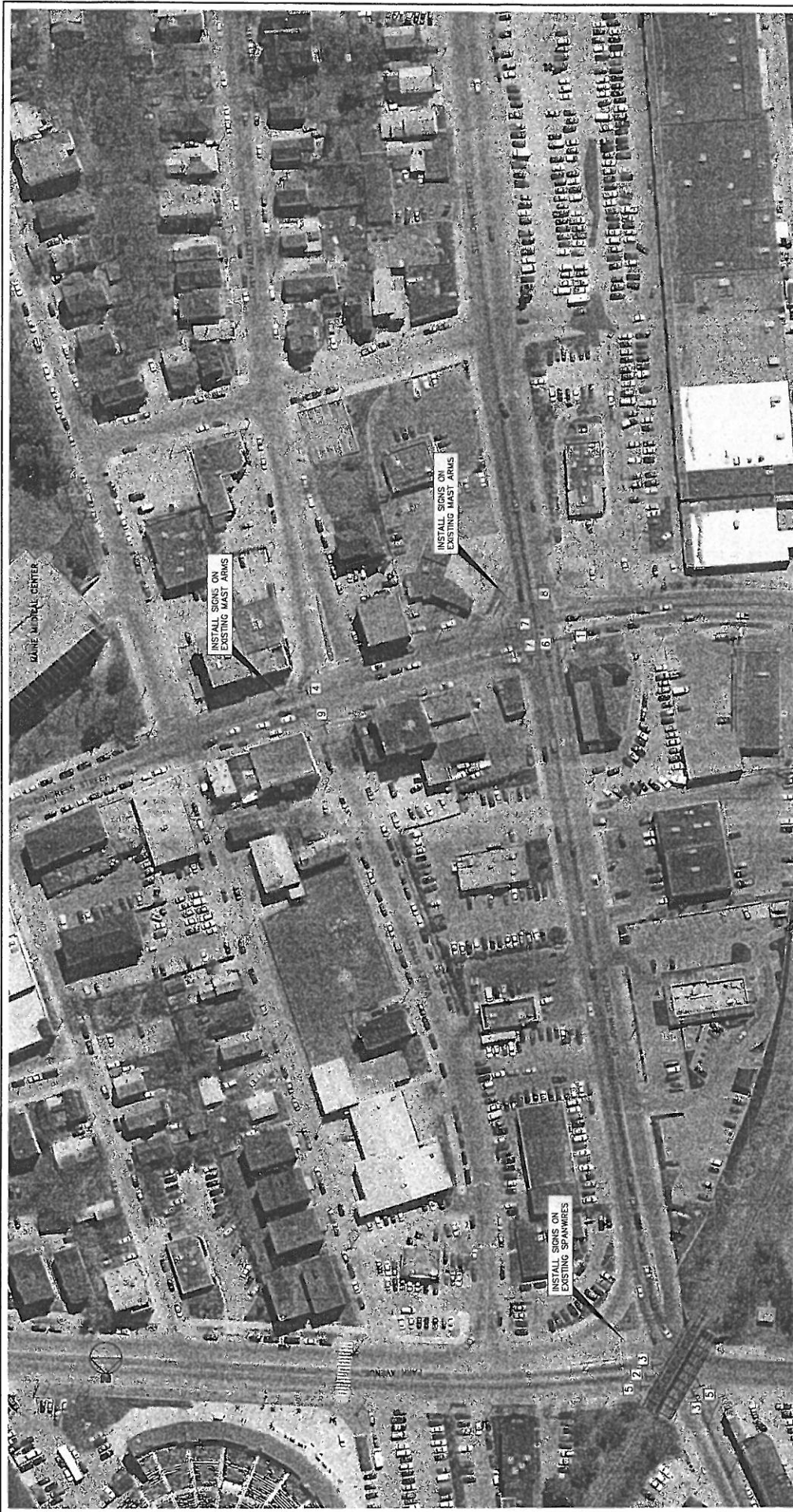
Thank you of your efforts in this matter.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.

Thomas L. Gorrill, P.E., PTOE  
President

Copy: Dan Doughty, Maine Medical Center  
Hank Dunn, Maine Medical Center  
Michael Bobinsky, City of Portland  
Randy Dunton, MDOT  
Marybeth Richardson, MDEP



- NOTES:**
1. ACCESS TO ALL PUBLIC WAYS AND IMPROVEMENTS SHALL BE MAINTAINED AT ALL TIMES AND SHORT LANE(S) SHALL NOT BE CONSTRUCTED.
  2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AUTHORITIES. THE CONTRACTOR SHALL MAINTAIN ALL TRAFFIC CONTROL DEVICES THROUGHOUT THE CONSTRUCTION PERIOD.
  3. ALL FLAGGERS SHALL BE CERTIFIED BY THE STATE.
  4. ALL PERMANENT SIGNAGE AND SIGNAL HEAD PLACEMENTS SHALL CONFORM TO THE MOST CURRENT EDITION OF THE FEDERAL HIGHWAY ADMINISTRATION'S MANUAL ON UNIFORM SIGNAGE ON PUBLIC ROADS.
  5. THE CONTRACTOR SHALL PROPERLY MAINTAIN ALL TRAFFIC CONTROL DEVICES THROUGHOUT THE CONSTRUCTION PERIOD.

R3-5L 30'x36'	R3-56 30'x36'	R3-6L 30'x36'	R3-6 30'x30'	R3-5R 30'x36'	R3-B 30'x30'	R3-B 30'x30'	R3-B 30'x30'	R3-B 30'x30'	R3-B 30'x30'	R3-B 30'x30'
1	2	3	4	5	6	7	8	9	10	11

\*INDICATES THE MOST APPROPRIATE STREET NAME  
 \*\*LOCAL SIGN SPERT TWO CORNER SIGN AND ONE STREET SIGN

Drawing Name: **Sign Installation Plan**  
 Project: **MAINE MEDICAL CENTER**  
 Client: **Maine Medical Center**  
 22 Bramhall Street, Portland, Maine 04102

**GP** Gorrill-Palmer Consulting Engineers, Inc.  
 Traffic and Civil Engineering Services, Inc.  
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Rev.	Date	By	Issued For

Rev.	Date	Revision

Drawing No. **1**  
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