

Evaluation of East Tower Detour Maine Medical Center (MMC) – Bramhall Campus Portland, Maine 1/18/2018

Proposed Detours:

There are three detours associated with the proposed upgrade and expansion of the Maine Medical Center (MMC); East Tower, Patient / Visitor Garage, and Utility Plant. Because each of the three detours has their own challenges, subtleties, and time frames, the three detours are being evaluated separately, keeping in mind any overlapping impacts that one may have on the other two. This memo focuses on the East Tower detour as shown on the attached figures.

Description of Detour:

To accommodate construction activities, workers, and to provide safety for the general public, Wescott Street will be closed between Crescent Street and Ellsworth Street, a length of approximately 220 feet. Wescott Street provides two-way traffic, is a town way that experiences approximately 350-400 vehicles on an average day (according to MaineDOT map viewer), and presumably accommodates almost entirely hospital related traffic. Wescott Street provides access to the Emergency / Ambulance area as well as one of two accesses to the visitor / patient parking garage. The other access to the garage is off Congress Street.

The proposed detour will direct current users of Wescott Street to use nearby Crescent Street. Crescent Street is currently a one-way street traveling away from the hospital and is a town way that experiences approximately 250-300 vehicles on an average day (according to MaineDOT map viewer). There do not appear to be any businesses along this section of street. In order to accommodate the detour, this one-way street is proposed to be converted to two-way traffic. The street is approximately 25 feet in width so two-way traffic should be able to be accommodated; however, on-street parking will need to be restricted (see “Parking” below).

There is a potential “pinch point” in two-way traffic flow where Wescott Street intersects Crescent Street in the form of a bumpout that projects into the intersection. This is not initially planned to be removed, but will be monitored closely and if identified as a restriction, will be removed. The bumpout appears to be located within the right of way.



Emergency Vehicles:

During the Wescott Street closure, two-way traffic will still be available between Ellsworth Street and the Emergency Department Ambulatory access via use of Crescent Street. MMC and Turner construction are exploring ways to maintain existing access to the Emergency Department via a temporary drive near Wescott Street and Crescent Street or relocation of the construction fence at Wescott Street and Crescent Street. The Emergency Department has a secondary access near the Emergency Department access door that can also be used and is not effected by the closure. There will be select times when the access at the Wescott Street and Crescent Street corner may be closed for brief times.

In addition to using Crescent Street to access the Emergency Room Ambulatory entrance, ambulances can also use an access from Gilman Street. The access is available the majority of the time; however, it can occasionally be blocked by larger delivery vehicles. Ambulance drivers notify the hospital on their way in to the hospital, and will be notified which access may be more appropriate at that time.

Parking:

The only parking impacts anticipated as a result of the East Tower detour are along the southerly side of Crescent Street. Crescent Street currently does not allow parking on the northerly side of the street, and is restricted to 1 hour parking between 9 AM and 5 PM on the southerly side of the street. As identified above, in order to accommodate two-way traffic on Crescent Street, parking will need to be restricted. Portland does not stripe individual parking spaces, but based on the distance between driveways and field reviews, to restrict parking would remove approximately 7-8 parking spaces. There are 3 residential buildings directly along Crescent Street, with additional residential buildings on each of the corners of the Crescent Street / Ellsworth Street intersection. Of the three residential buildings directly on Crescent Street, they appear to accommodate approximately 12 units. Of these 12 units, there appears to be approximately 9 off street parking spaces available for use, leaving a need for approximately 3 on-street parking spaces. The need for two of the parking spaces are for the building nearest the MMC visitor / patient parking garage.

It was difficult to identify exactly how many units were associated with the two buildings on the corners of the Crescent Street / Ellsworth Street intersection. Of the two buildings, the one located on the southwest corner has two off-street parking spaces off Crescent and three on-street parking spaces directly in front of the building on Ellsworth Street. The building on the northwest corner of the intersection has two off-street parking spaces and two on-street parking spaces directly in front of the building on Ellsworth.

To supplement available driveways and help address loss of parking along Crescent Street, MMC is planning to meet with the residents to discuss the potential loss of parking, and will offer parking in the nearby visitor parking garage as an option.

It should be noted, that additional parking restrictions may be identified on other streets when delivery routes are reviewed in the field to ensure proper turning of larger delivery vehicles can be accommodated.



Parking for workers will be provided off-site at satellite parking areas, such as the MMC Scarborough Campus and shuttled to the work site. Any non-essential vehicles not critical to the work site will be restricted from the site. Any parking by workers in the immediate area reported to MMC or Turner Construction will be taken seriously and addressed by Turner Construction.

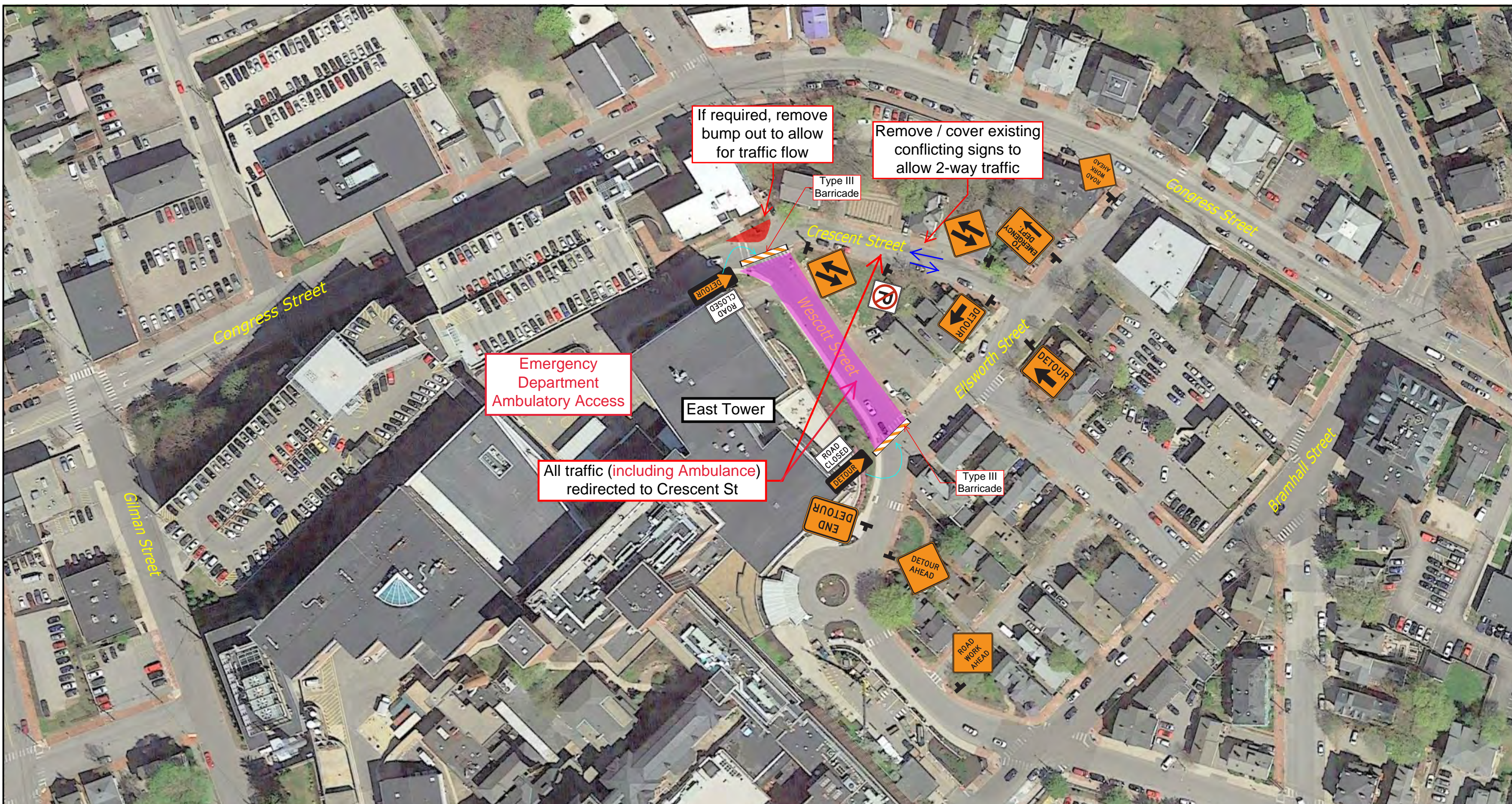
Capacity:

Given the neighborhood location, existing low traffic volumes, calm nature of the immediately surrounding area, and small area of impact of the detour, no capacity challenges are anticipated as a result of the East Tower detour.

Construction related Deliveries and Delivery Routes:

Turner Construction will be the responsible party for the actual construction and will be providing number, type (size), and routes for deliveries under separate cover. It should be noted that Ellsworth Street between Congress Street and Crescent Street (approximately 160 feet) which is currently one-way away from Congress Street, is proposed to be used for larger vehicle deliveries, both entering and exiting the site. Exiting the site will require the use of trained flaggers at the Crescent Street and Congress Street intersections. Given the short distance of this section of Ellsworth Street, line of site between the two intersections can be maintained.

East Tower Traffic Control Plan



Maine Medical Center Expansion PORTLAND, MAINE