



# Memorandum

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## Portland Public Works - Engineering

**To:** Jean Fraser, Planner

**From:** Keith Gray, PE – City Engineer, Jeremiah Bartlett, PE - Transportation Systems Engineer and Water Resources

**Date:** 2-23-19

**Subject:** 22 Bramhall Street\_MMC East Tower & Visiting Parking (2017-289)

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The following comments/concerns are in regards to the Level III Site Application prepared by Sebago Technics, on behalf of the applicant, Maine Medical Center, with last plan revision submitted on February 22, 2018. Please feel free to contact me with questions.

### **Construction Management Plan:**

The applicant has proposed to close Congress Street for an eight (8) duration for the vertical expansion construction of the existing visitor parking garage. As presented today, the Department of Public Works, along with Kleinfelder, has reviewed the constructability options and determined that the closure is the best approach to mitigate long term community and safety impacts. It should be noted that we have reflected that this closure may well have been avoided with strategic planning from the applicant prior to Site Plan submission but that time has passed and we are moving forward with the closure.

We have reviewed the draft MMC detour plan associated with the Congress Street closure and offer the following comments:

- 1.) Weymouth Street is in poor condition, and with the significant increase in traffic, including heavy vehicles, the infrastructure is not capable of accommodating additional traffic. In order to maintain a tight construction schedule, the applicant shall pursue a two-step course of action.
  - a. First, a short-term paving/patching project shall be considered to stabilize Weymouth during the course of the detour project.
  - b. Second, a more comprehensive outcome shall be constructed post detour, which would ideally address the unusual crown of the road. As with any paving project done in Portland, ADA considerations shall be part of the outcomes.
- 2.) Paving conditions for Forest and Boynton Streets shall also be investigated and any interventions/mitigation identified for those streets included in outcomes.
- 3.) More detail needs to be provided on the temporary traffic signal to be located at Weymouth Street and Park Ave. The signal shall meet all state and federal requirements for operation, and accommodation of pedestrians. Details shall be provided on timing and potential time of day or direct coordination with adjacent signals at St. John Street and Deering Ave. The location shall be monitored to determine operation and a count completed after two weeks to determine if the location is

operating as intended. Consideration shall be given to whether this location would likely make a more permanent signal location candidate.

**Combined Sewer Overflow Comments:**

The City's ordinance does require the Department of Public Works approval prior to stormwater discharge connections into a storm sewer, combined sewer or natural outlet. The Department, through the development review process, has historically requested that new developments and redevelopments make connections to the separated storm drain systems when they are present or at a minimum provide separate service lines to the street when a combined system exists. There is a separated storm drain available in Gilman Street and we would request that the applicant tie into the storm drain due to the City's ongoing requirements and efforts to mitigate CSO activity. The City's Chapter 24 Sewer ordinance states:

*"(c) Stormwater shall be discharged to such sewers as are specifically designated as combined sewers or storm sewers, or to a natural outlet approved by the Department of Public Works. Industrial cooling water or unpolluted process waters may be discharged, on approval of the Department of Public Works, to a storm sewer, combined sewer or a natural outlet. (Ord. No. 263-96, 5-20-96; Ord. 129-14/15, 1-21-2015, Effective 1-1-2016)"*

The applicant's visitor parking garage facility drains into a combined sewer. This combined sewer is tributary to the City's most active CSO, CSO location #17, which overflows at the intersection of Marginal Way and Preble Street. The City is under an EPA mandated Long Term Control Plan to mitigate CSO activity around the City. The City's current CSO permit focuses on reducing CSO activity in the Back Cove South sewer service area. The CSO # 17 is located in this target service area.

It should be noted that the City is currently in the process of conducting a City wide sewer inflow and infiltration study as required by the EPA. One of the outcomes of this study could result in the City to look at changing the City Ordinance to require private property owners to separate stormwater flows out of the combined sewers when a separated storm drain is available in the street, regardless of development.