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MMC Garage: Response to City Questions on Traffic Management Plan

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Good Afternoon Nell and Jodie,

With Travis on vacation this week, I'm stepping in to provide answers to the City's questions on the Traffic Management Plan. Below you will find our responses to outstanding questions. Also attached is a revised Traffic Management Plan with added notes reflecting our responses below as well as copies of the emails with the original questions. Please let me know if you have any other outstanding questions on this work.

Coordination with METRO (Tom Erico email dated 5/22/19)

Maine Medical Center is coordinating with the Metro bus as there is one Metro stop located in front of the old Eagle's parking lot. The location has been marked on the attached Traffic Management Plan.

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Curb Design (Jennifer Ladd email dated 5/22/19)

There was a question on the mountable curbs however an email from the City of Portland on 6/19 stated that the curb design was approved by the DPW so I believe this is taken care of.

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Questions from DPW (Mike Tremblay email dated 5/21/19)

General: List durations on each sheet.

Approximate durations are provided on the attached Traffic Management Plan.

General: Include any periodic closures of one or both lanes that may be required in the notes, i.e. regular deliveries of heavy materials that require traffic stoppage for a period of longer than ~1 minute. Call out the location of such interruptions on the plan.

Major deliveries to the project site are provided through the access road, north of Margaritas and south of Union Station Plaza parking lot, which has been noted on the Traffic Management Plan. There are flaggers on site specific to handling large deliveries to the project site and this work will be continued through the street work.

General: Traffic will be disrupted for 4-5 months both at this location and on Congress Street for the enabling work. Variable message boards are recommended to assist traffic in avoiding the work zones. Parallel routes are generally available for both routes. VMS should include hours of work, "May XX through October 15", "Seek Alternate Route".

Construction signage, including detour signage while northbound St. John St. is closed, will be provided and is included in the Traffic Management Plan. Additional signage has not been included at this time.

Sheet 1

- On-street parking during lane shift is to be coordinated by contractor, not City. Contractor is required to seek out necessary Roadway Occupancy Permits in order to restrict parking, as needed, during the project.

Consigli will purchase parking occupancy permits from the City of Portland on St. John St. Currently, Consigli has a permit for 3 spaces on St. John St. and more will be acquired as necessary while making effort to minimize spaces taken to be left for public use.

- Confirm crosswalks across D Street will remain open during the duration of work depicted on Sheet 1.

The D-Street cross walk will remain open throughout the work and alternative pedestrian access across D-street will be provided when utility work enters the existing cross walk.

- Confirm that smaller work area on the northern part of the work zone will take the entirety of the phase depicted on Sheet 1. If the work is completed before the work in the St. John Street/D Street intersection, the work zone should be reduced accordingly.

The small work zone, just south of 220 St. John St., will be completed with the St. John St. work shown on drawing 1 of the Traffic Management Plan. Work zones will be adjusted to maintain the minimum amount of space needed to complete the construction.

- Shifting tapers should be no less than 75 feet, per MUTCD (10 foot shift, 30mph roadway).

This is noted on the Traffic Management Plan.

Sheet 2

- Same notes as above regarding taper length.

This is noted on the Traffic Management Plan.

Sheet 3

- Alternating traffic is proposed on D Street, with a work zone that encompasses about 60% of the street. DPW suggests that D Street be made one-way EB, and WB traffic be directed to C Street via signage on Valley Street and verbal instruction from flaggers, given the short length of D Street and the lack of WB storage area east of the work zone. [D Street is very short; will this even be an issue?]

The DPW confirmed by email on 6/25/19 that one-way operation is not required and to hold that as an option if issues arise. As a result Consigli will continue with the plan to use 2-way traffic due to the short length of the street and available width. Also, Consigli will work with local businesses to accommodate deliveries.

Thank you,



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4 attachments

 **MMC Garage - Traffic Management Plans - Notes per City Comments 6.25.19.pdf**
14927K

 **DPW_D Street curb cut design.pdf**
90K

 **Traffic_MMC D Street sidewalk construction.pdf**
127K

 **DPW comments_MMC D Street sidewalk construction.pdf**
341K