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MMC D Street sidewalk construction

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To: Jeremiah Bartlett <jbartlett@portlandmaine.gov>

Cc: Helen Donaldson <hcd@portlandmaine.gov>, Thomas Errico <thomas.errico@tylin.com>

I hadn't emailed Nell yet because I wanted to give her all of our comments at once. Nell, here are mine:

Jen, FYI.

We've been asked to review these plans for MMC, this time for St John St/D St. I will happily compile all of our comments and send back to Nell. So far, here are mine:

General: List durations on each sheet.

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.

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".

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.

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

- 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.

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

Sheet 2

- Same notes as above regarding taper length.

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?]

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