



March 5, 2019

Nell Donaldson, Senior Planner
City of Portland Planning Division
389 Congress Street
Portland, ME 04101

Re: MMC Staff Parking Garage | 222 St. John Street | Level III Site Plan
Response to D Street & St. John Street Intersection Comments

Dear Nell:

This letter provides a summation of our responses to the comments received from various reviewers as part of the Revisions to D Street & St. John Street Intersection. We have repeated the original comments in italics below, and our response follows each.

Comment letter from TYLIN International Traffic Dated February 26, 2019

1. *The mast arm located on the southeast corner is labeled as a "Proposed 12' Pedestal Pole". This shall be corrected*

Response: Please see the attached revised Sketch. The label has been updated to reflect a 48" Pedestal Push Button Pole.

2. *I do not support the location of the utility pole in the flare of the sidewalk ramp located on the southeast corner.*

Response: This pole has been removed, new electrical in this location will not be supplied from an existing pole located near the intersection, there will be no new poles at the southeast corner.

3. *Although the MUTCD does not specifically note standards for cone of vision for pedestrian signal heads, it is suggested that they be located as close as practicable to a pedestrian looking directly in line with the crosswalk.*

Response. According to the MUTCD, the push button (and presumably the pedestrian head) should be located within 5 feet of the extension of the crosswalk. The proposed design has 7 pedestrian heads and 8 pushbuttons within the recommended area. The either pedestrian head location on the southwest corner of the intersection for pedestrians crossing St. John Street meets the criteria for a push button but is approximately 4-feet off from meeting the criteria for the pedestrian head. The reason for the off-set pedestrian head is due to the right of way located at the back of the sidewalk and the desire not to encroach into the sidewalk any more than necessary.

4. *The Applicant shall confirm that all equipment will be located within the public right-of-way. A summary of construction impacts to private property should be noted.*

Response: All equipment proposed is located within the public right-of-way, no construction will impact private properties.

5. *The mast arm on the northwest corner should be depicted.*

Response: There is no mast arm required or proposed for the northwest corner of the intersection. Signal heads for traffic exiting D Street will be located directly on top of the 12-foot pedestrian poles located on each side of the site access. Both locations fall within the cone of vision.

6. *A pedestrian signal head for crossing St. John Street should be depicted on the northeast corner mast arm.*

Response: Please see attached revised Sketch. Additional clarification has been provided for this pedestrian signal head.

7. *The Applicant should document that the push buttons meet MUTCD requirements for accessibility and separation.*

Response: Due to the existing public right of way being very limited, not all the push buttons could be separated by the recommended 10 feet. According to MUTCD, "where there are physical constraints on a particular corner that make it impractical to provide the 10-foot separation between the two pedestrian pushbuttons, the pushbuttons may be placed closer together or on the same pole". There are MUTCD standards for push buttons that are not separated by 10 feet or on the same pole, which will be met.

Comment letter from City of Portland Public Works Dated February 19, 2019

1. *We are happy to see the new separated ramps in place of the apex (diagonal) ramps. However, in the ramps on the northeast and southeast corners of the intersection, there appear to be ramp sections that are not perpendicular to the path of travel (i.e. apron ramps), so that someone who is ramping up or down would be doing so with an undesirable cross slope. I realize that these may have been the only way to get separated ramps given our requirements for 7" curb reveal; however, I believe it may be possible construct perpendicular ramps if the curb reveals was reduced to 6" (or 5" minimum) in the vicinity of the ramps. If the application could assess whether perpendicular ramps could be installed given a reduced curb reveal, that would be preferred over the current layout.*

Similar changes could be made to the southwest corner of the intersection, but these are less necessary because this corner does not feature slanted ramps.

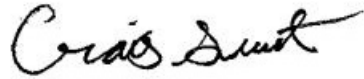
These changes to ramp design may reduce the footprint of the ramp and make it easier to place signal equipment.

Response: Please see the attached revised Sketch. Reduced curb reveal has been implemented to achieve the desired cross slopes.

Please do not hesitate to contact me at 207.558.4258 or csweet@woodardcurran.com if you have any questions or require additional information.

Sincerely,

WOODARD & CURRAN

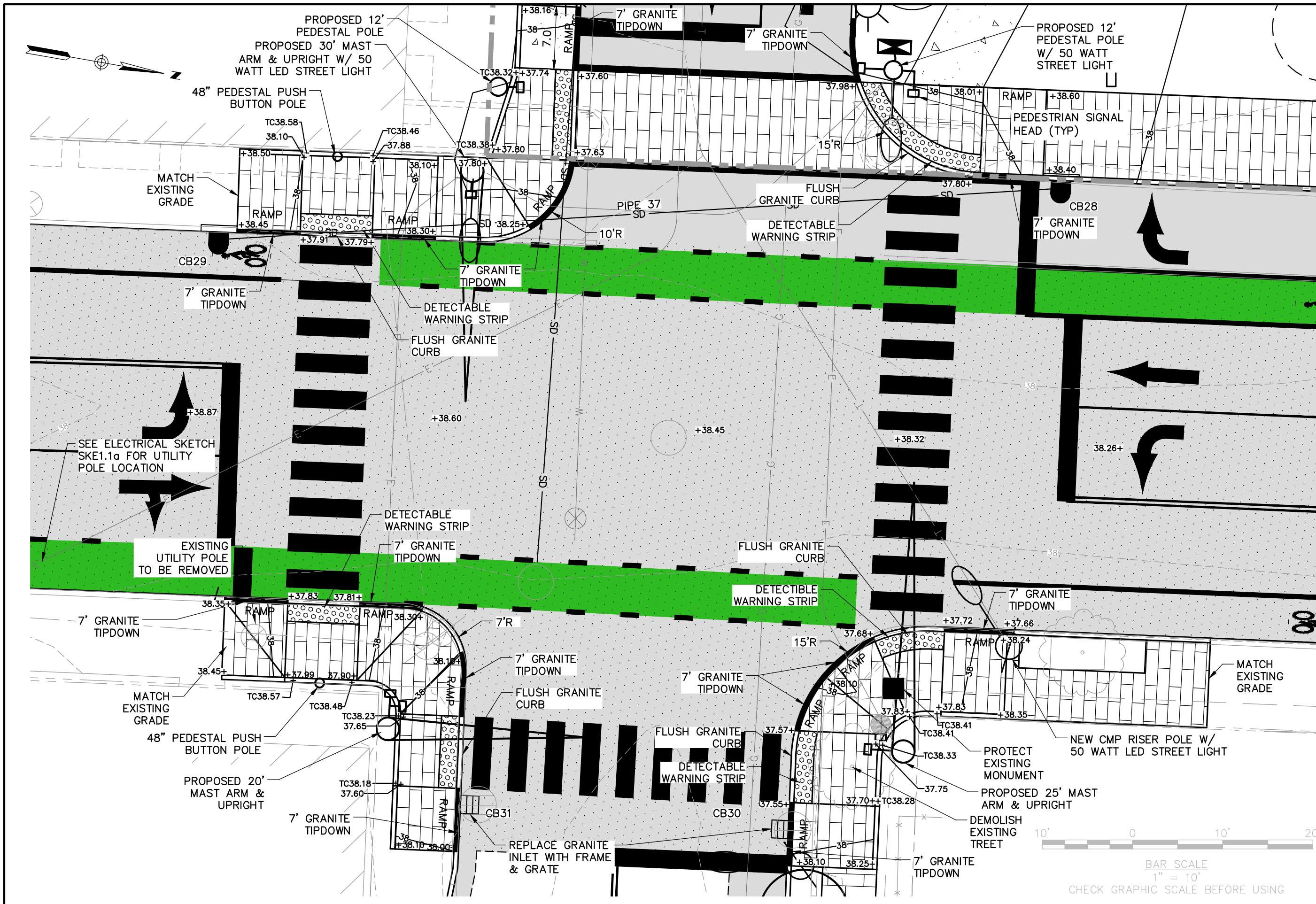
A handwritten signature in black ink that reads "Craig Sweet". The signature is written in a cursive, flowing style.

Craig Sweet, PE

cc: Dominic Gagnon, Colliers
Al Green, Maine Medical Center
Larry Bartlett, Bartlett Design
Randy Dunton, Gorrill-Palmer

Attachments

1. Revisions to St. John & D Street Intersection Sketch



BAR SCALE
 1" = 10'
 CHECK GRAPHIC SCALE BEFORE USING