



Helen Donaldson <hcd@portlandmaine.gov>

D Street

Michael Tremblay <mtremblay@portlandmaine.gov>
To: Helen Donaldson <hcd@portlandmaine.gov>
Cc: Thomas Errico <thomas.errico@tylin.com>, Bruce Hyman <bhyman@portlandmaine.gov>

Tue, Feb 19, 2019 at 3:41 PM

Helen,

Sorry for the delay; I was out of the office on Friday.

Tom has some comments on the signal equipment layout, and Bruce may weigh in with some other transportation-realm comments, but mine mostly have to do with the ramps.

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 in given our requirements for 7" curb reveal; however, I believe it may be possible construct perpendicular ramps if the curb reveal was reduced to 6" (or 5" minimum) in the vicinity of the ramps. If the applicant 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.

-Mike

Mike Tremblay, P.E.
Senior Engineer
Engineering Division
Department of Public Works
City of Portland, ME
mtremblay@portlandmaine.gov
P. 207.874.8881 F. 207.874.8852



[Quoted text hidden]

