

---

## D Street

---

**Mike Tremblay** <mtremblay@portlandmaine.gov>

Fri, Mar 8, 2019 at 8:42 AM

To: Helen Donaldson <hcd@portlandmaine.gov>

Cc: Thomas Errico <thomas.errico@tylin.com>, Bruce Hyman <bhyman@portlandmaine.gov>

Nell,

The plan continues to show ramps that run diagonal to the path of travel (both the NE and SE corners of the intersection). The NE corner of the intersection does not provide any landing area between these ramps. As my previous comment noted, these ramps would not provide a safe access route for people in wheelchairs, as diagonal ramps can lead to situations where some of the wheels lose contact with the ground. The response to comment indicates that curb reveal was reduced to achieve the desired cross-slopes; however, my intention with allowing a smaller curb reveal was to make it easier for them to construct acceptable curb ramps.

If at all possible, these ramps should be redesigned to provide a flush (2% slope maximum) landing area. If this is not possible due to site constraints, we will consider a depressed corner ramp. Refer to [ADA guidelines](#) for acceptable ramp designs. Given the location in question, it is very important that these ramps are designed to be as safe and easy to use as possible for folks with mobility issues.

-Mike

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



[Quoted text hidden]