

**Maintenance of Traffic (MOT) – Phase I
December 15, 2017**

For

**Maine Medical Center
Bramhall Campus – Portland, Maine**

Prepared for:



Prepared by:



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- Plan 1 - Overall Location Plan
- Plan 2 - East Tower Traffic Control Plan
- Plan 3 - Patient / Visitor Garage Traffic Control Plan
- Plan 4 - Central Utility Plant Traffic Control Plan
- Plan 5 - General Notes and Signs

I. Introduction

Maine Medical Center (MMC) recognizes the importance of maintaining continuity and safety of all modes of transportation in and around the construction activities. This Maintenance of Traffic (MOT) plan is submitted on behalf of MMC in support of proposed construction activities for Phase I of the MMC expansion. The proposed Phase I construction activities are focused on; East Tower expansion / Helipad construction, patient / visitor parking garage expansion, Central Utility Plant upgrade.

This MOT is intended to dovetail with the Construction Management Plan (CMP) and associated Logistic Slides provided by Turner Construction. The CMP / Logistic Slides focus on the immediate area around the construction sites whereas this MOT is intended to focus on the maintenance of traffic in the general area.

The intent of this MOT is to meet the standards / requirements of Section 6, Temporary Traffic Control from the latest edition (at time of submittal) of the *Manual on Uniform Traffic Control Devices* (MUTCD) as well as MOT requirements of the City.

II. Contacts

The following are contacts during construction for the MOT:

Primary

Name: Adam Parys

Email: AParys@tcco.com

Phone: (617) 201-0710

Secondary

Name: MMC Security Dispatch

Phone: (207) 662-2124

III. East Tower / Helipad

As described and shown in the CMP / Logistic Slides (2-9), the key components include;

- Closure of Wescott St. (approx. one year)
- Allow two-way traffic on Crescent St. from Ellsworth St. to Wescott St. (approx. one year)
- Allow two-way traffic on Ellsworth St. from Crescent St. to Congress St. (approx. one year)

The key MOT items for the above are described in more detail as follows and shown on the attached Plan 2:

1) Closure of Wescott St. –

- As described / shown in CMP / Logistic Slides 2-9
- Erect “Detour” signs on each end of the closure directing traffic to Crescent St.
- Erect “Detour” sign on Ellsworth St. at the east end of Crescent St. directing traffic down Crescent St.
- Erect signs on Ellsworth St. on each approach to Crescent St. indicating “Road Work Ahead”
- Erect sign on southbound Ellsworth St. with arrow to use Crescent St. to get to Hospital

2) Two-Way Traffic on Crescent St. –

- Removal / Cover of conflicting signs such as “Do Not Enter” and “One Way”
- Temporary removal of bump out at junction of Crescent / Wescott to allow for traffic flow
- Erect No Parking Signs - No parking allowed on Crescent St. (Most buildings have driveways and Parking will be allowed in Patient / Visitor Parking Garage)
- Erection of signs on each end of Crescent St. indicating two-way traffic flow

3) Two-Way Traffic on Ellsworth St. from Crescent St. to Congress St. –

- Removal / cover of conflicting signs such as “Do Not Enter”, “One Way”, “Wrong Way”, and “Right Turn Only”
- Erect No Parking Signs - No parking allowed on east side of Ellsworth St. between Crescent St. and Congress St.
- Erection of signs on each end of this section of Ellsworth St. indicating two-way traffic flow

IV. Patient / Visitor Parking Garage

As described and shown in the CMP / Logistic Slides (10-21), the key components include;

- Closure of Congress Street between Forest Ave and Weymouth St. (approx. 8 weeks)
- Congress Access to Visitor Garage closed (identified in CMP / Logistic Slides), access to be from Crescent St. or Gilman St. through employee garage
- Medical Office Building Garage closed (identified in CMP / Logistic Slides), access off Forest Ave to be used instead

The key MOT items for the above are described in more detail as follows and shown on Plan 3:

Closure of Congress St.

- As described / shown in CMP / Logistic Slides 10 – 21
- Erect “Detour” Signs to detour local Congress Street traffic around the closure by using Forest St, Boynton St, Weymouth St.
- Larger non-construction vehicles will be detoured to use St. John St., Park Ave., Weymouth St. (See other section herein for larger construction vehicles)
- Some parking restrictions may be required in which case “No Parking” signs will be erected

V. Utility Plant Upgrade

As described and shown in the CMP / Logistic Slides (22-24), the key components include;

- Partial closure (reduction to one lane alternating traffic) of Gilman Street during daytime hours. Gilman will be returned to two way traffic each night and on weekends (approx. 5 months)
- Access to all locations will be maintained

The key MOT items for the above are described in more detail as follows and shown on the attached Plan 4:

Partial Closure of Gilman St.

- As described / shown in CMP / Logistic Slides 22-24
- A small portion of Gilman St will be maintained as an alternating one way street
- Traffic flow on Gilman St and A Street around the construction activity will be controlled using three (3) flaggers
- Appropriate signage will be placed on a daily basis according to MUTCD

VI. Larger Vehicle Traffic

Companies involved with larger vehicle deliveries will be contacted in advance of the construction with specific directions and routes in which to take to make their deliveries. Flaggers may be used in temporary situations to assist with deliveries.

Attachments

- Plan 1 - Overall Location Plan
- Plan 2 - East Tower Construction
- Plan 3 - Patient / Visitor Garage Construction
- Plan 4 - Central Utility Plant Upgrade
- Plan 5 - General Notes and Signs

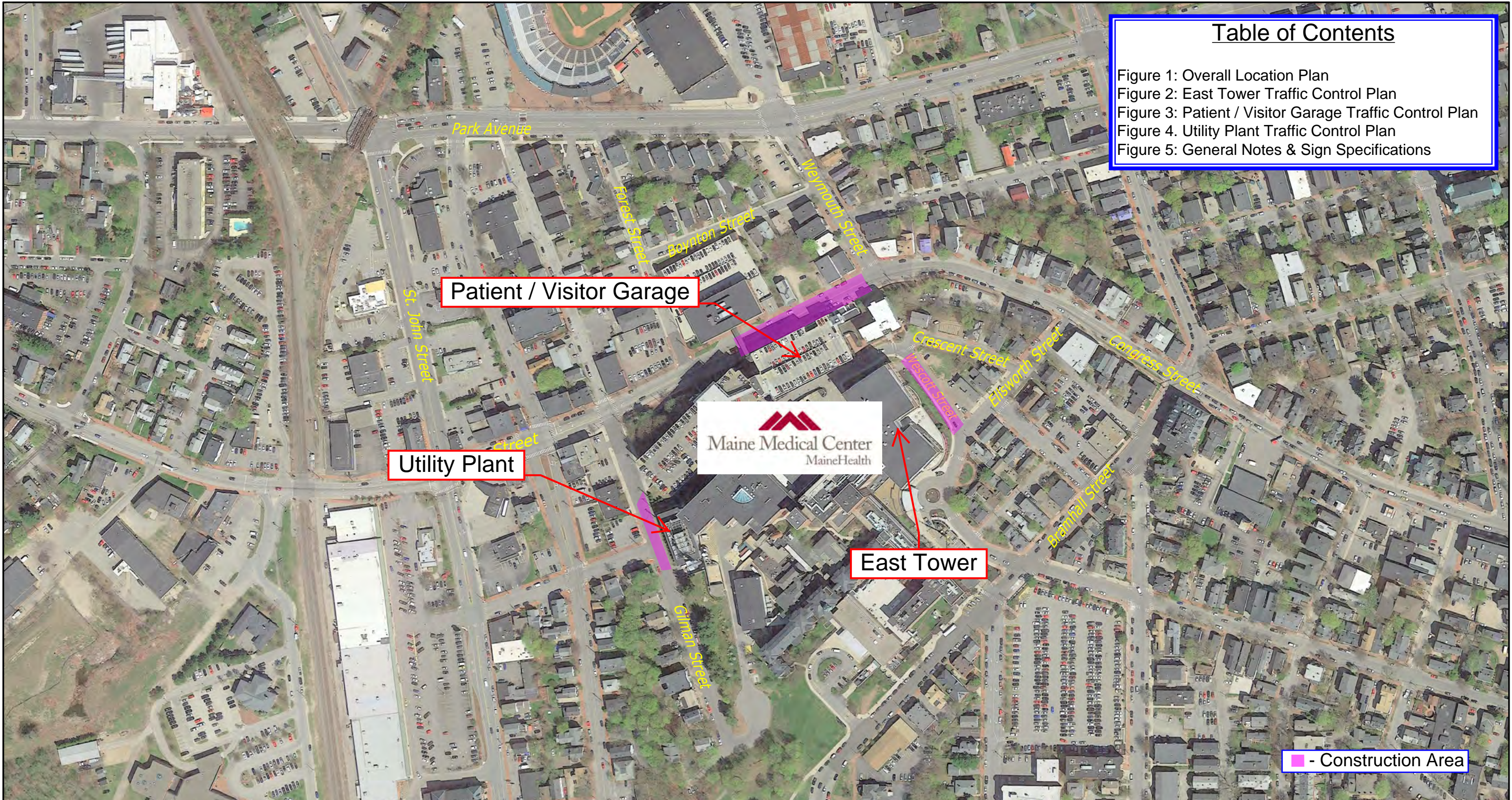
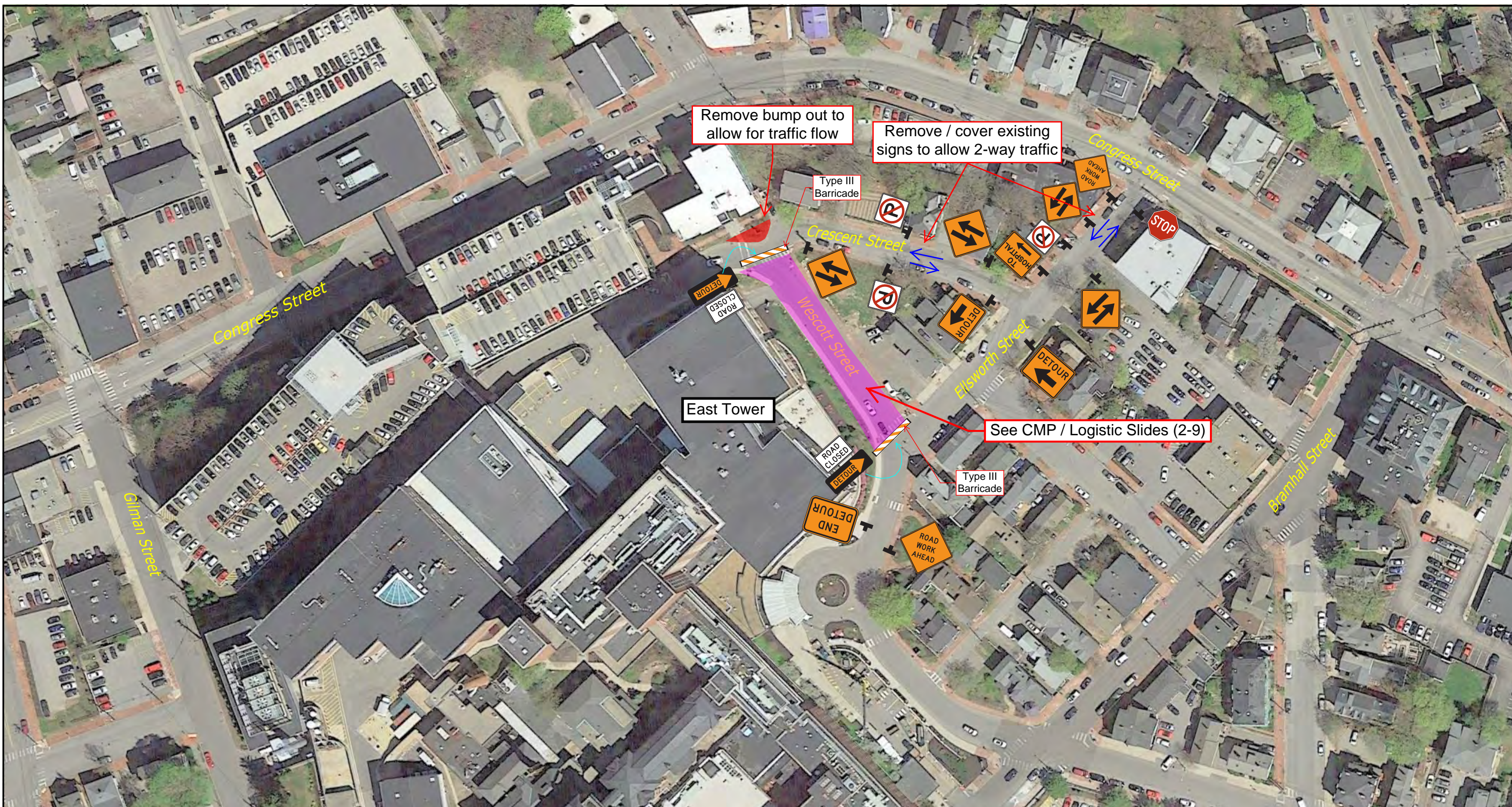
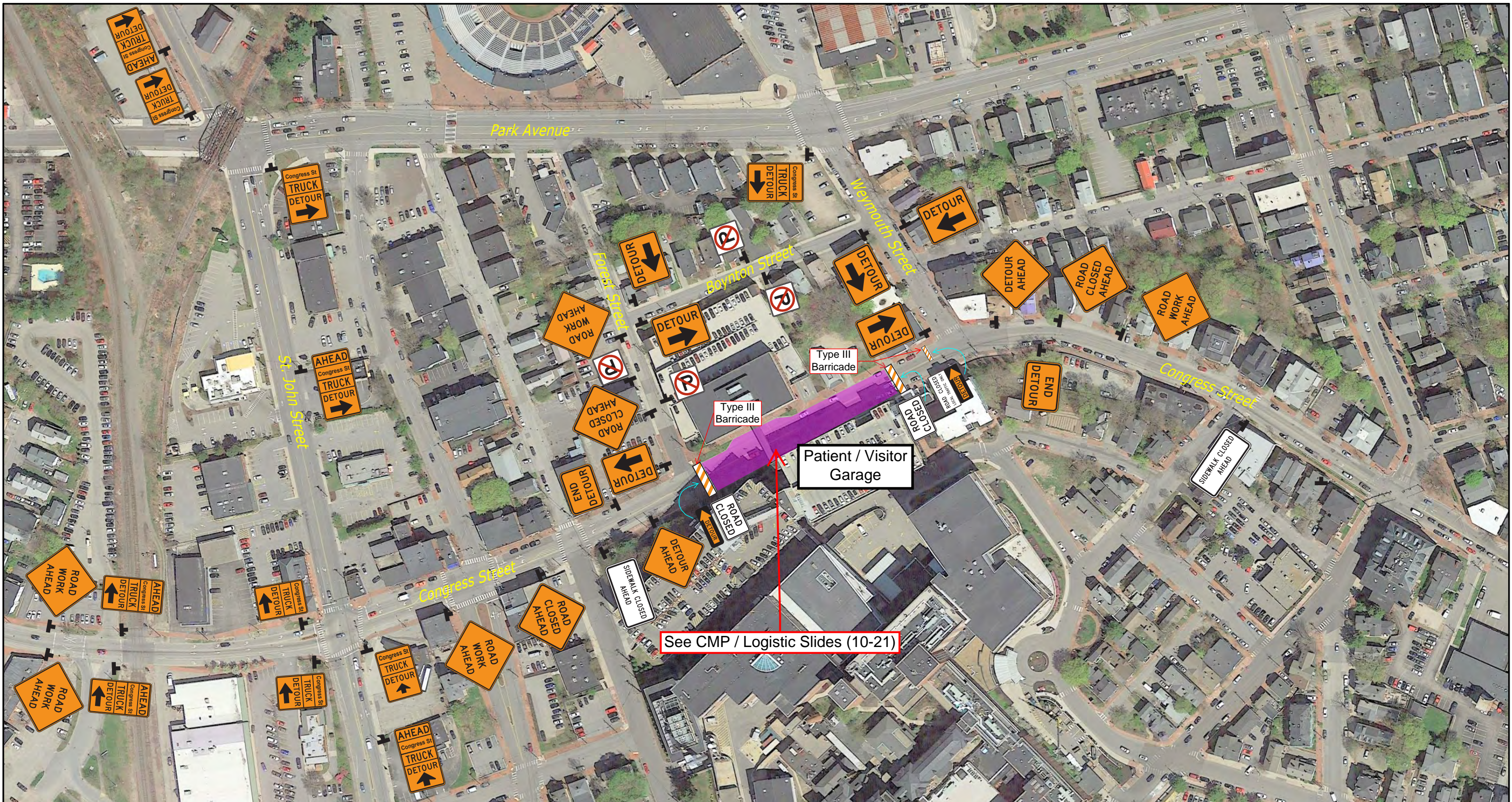


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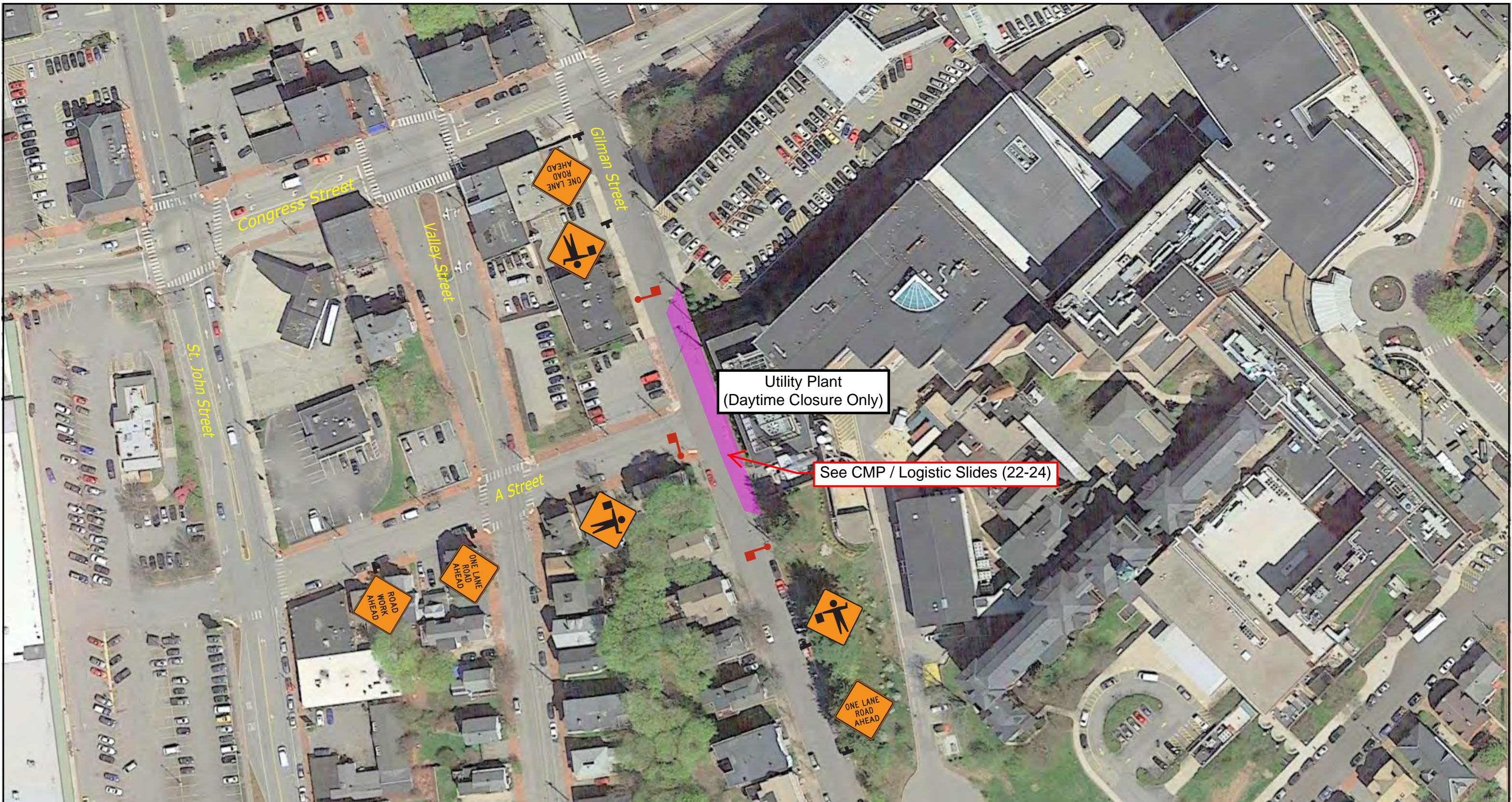
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GENERAL NOTES:

1. ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS (MUTCD), USDOT, FHWA, LATEST EDITION, AND CITY STANDARDS.
2. SIGN LOCATIONS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD AND APPROVED BY THE CITY.
3. OTHER SIGNS MAY BE NEEDED AS DIRECTED BY THE CITY.
4. ALL CONTROL DEVICES SHALL BE PLACED IN HIGHLY VISIBLE LOCATIONS.
5. ALL CONSTRUCTION RELATED TRAFFIC CONTROL SIGNS NOT IN EFFECT SHALL BE COVERED OR TURNED FROM TRAFFIC VIEW UNTIL THEY ARE MADE ACTIVE. SIGNS SHALL BE COVERED OR REMOVED WHEN THE WORK IS NOT ACTIVE.
6. ANY EXISTING SIGNS OR PAVEMENT MARKINGS DAMAGED DURING CONTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITIONS OR REPLACED AS NEEDED.
7. ANY CONFLICTING SIGNS OR PAVEMENT MARKINGS SHALL BE COVERED OR REMOVED AS NEEDED.
8. CHANNELIZING DEVICES SHALL BE PLACED PER MUTCD.
9. POST-MOUNTED SIGNS SHALL BE A MINIMUM HEIGHT OF 7 FEET (TO THE BOTTOM OF THE SIGN) AND MUST BE CRASHWORTHY.

SIGN SPECIFICATIONS:



R1-1
30" x 30"



R8-3
24" x 24"



R9-9 Modified
24" x 12"



R11-2
48" x 30"



R11-3a
60" x 30"



W20-1
36" x 36"



W20-2
36" x 36"



W20-3
36" x 36"



W20-4
36" x 36"



W20-7
36" x 36"



W6-3
36" x 36"



M4-8a
24" x 18"



M4-9R
30" x 24"



M4-9L
30" x 24"



Custom
30" x 24"



M4-10R
48" x 18"



M4-10L
48" x 18"



Custom
30" x 48"



Custom
30" x 48"



Custom
30" x 48"



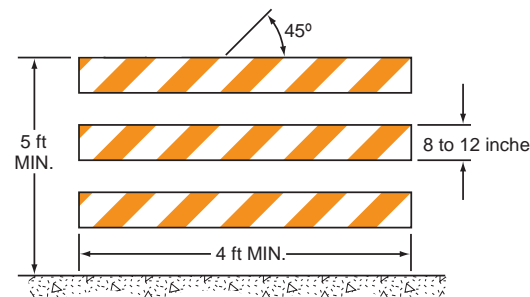
Custom
30" x 60"



Custom
30" x 60"



Custom
30" x 60"



TYPE 3 BARRICADE

NOTE: SIZES OF SIGNS AND LETTERING ON ALL SIGNS SHALL BE VERIFIED THAT THEY MEET MUTCD REQUIREMENTS PRIOR TO ORDERING AND INSTALLATION.

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