
MMC: Congress/Gilman Streets Enabling Utility Work

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Nell,

Our comments:

- Manholes and other structures located within the street should be placed as close to the centerline as possible, or aligned with the center of a vehicle travel lane, where at all possible. To the extent practical, proposed manholes should be shifted to align with these goals, possibly including, but not limited to, DMH-1, DMH-2, SMH-7, and SMH-8, all of which appear to be within the wheel path of a vehicle. Note that bicycle lanes should be kept clear of manholes where at all possible. DPW does not expect the applicant to make significant changes to the utility plan to accommodate this request; however, any minor adjustments that can be made will be advantageous to roadway conditions.

- The contractor will need to submit [street opening permits](#), and associated [traffic control plans](#), for each phase of work. The TCP's should include detailed control plans for each excavation scenario, including any variations in work zone within each particular phase (one plan showing traffic control for two-way traffic, another showing traffic control for one-way alternating traffic, etc.). Each scenario should include proposed hours of operation and approximate duration of work.

- If night work is proposed, an off-hours work permit may be required. The City Traffic Engineer may request that some work occur at night to avoid congestion.

- Work that affects sidewalks and/or pedestrian ramps should detour pedestrians accordingly. Pedestrians should be redirected, if necessary, at an upstream crosswalk; sidewalks should not be closed to pedestrians without notice without a safe and accessible temporary pedestrian accommodation.

- Night work, if proposed, may not be permitted on afternoons/evenings of Portland Sea Dogs games. If such a prohibition exists, the City Traffic Engineer will note this upon approval of the traffic control plans.

Please let me know if you have any questions.

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