
Site plans - building permit

Carroll, Patrick H - (BOS) <pcarroll@tcco.com>

Wed, May 20, 2020 at 4:21 PM

To: "Gagnon, Dominic" <Dominic.Gagnon@colliers.com>, Helen Donaldson <hcd@portlandmaine.gov>, "Parys, Adam J - (BOS)" <aparys@tcco.com>

Cc: "driley@sebagotechnics.com" <driley@sebagotechnics.com>, Bradley Lyon <blyon@sebagotechnics.com>

Nell – sorry for the delay in getting back to you but I wanted to make sure I am addressing all the items. Please see responses to the 5 items below.

1.) CMP Logistic Slides – I have the updated slides that go with the revised CMP plan but the file is too large to email and I don't think they belong on the application portal. I can send via a procore link or if you have another method of delivery you prefer please let me know and I will try to accommodate. The changes to the CMP slides are primarily schedule, the addition of a 2nd tower crane, and added notes related to intermittent work in Congress & Gilman related to demolition, utilities and sidewalk work.

2.) TCP – We have developed a traffic control plan with Shaw Brothers for the work at Valley/Congress intersection. The west side of the intersection will be done as an early work phase. We have shown each corner as a separate phase in the TCP. The remainder of the Congress St work will be done as a later phase towards the end of the congress st project. Separate TCP will be submitted for the later phase work. Please let me know how you would like to receive the Traffic Control Plans.

3.) Traffic engineer comments below:

For reference, our consulting traffic engineer had the following comments on the logistics plan in particular:
[Carroll, Patrick H - (BOS)]] This item is addressed in the revised CMP section 2.5 as follows:

It is recommended that further discussion on the duration of the Congress Street sidewalk closures be included.
[Carroll, Patrick H - (BOS)]

- *The duration of sidewalk closures on the MMC side of Gilman Street will be for the duration of the construction. Gilman Street is the most important construction entrance.*
- *The duration of the sidewalk closure on Congress Street will be for the duration of construction. It is not possible to reopen sidewalks, even for a short period of time, due to the major amount of construction equipment and material deliveries and construction access.*
Supplemental pedestrian safety devices will be required during the sidewalk closure time period (to safely cross pedestrians for the sidewalk detour).
All sidewalk detours shall be ADA compliant. **[Carroll, Patrick H - (BOS)]**
- *Sidewalks will be cleaned of trash and debris as needed. All sidewalk detours will be ADA compliant. All sidewalk closures will have temporary signage to identify street level cross walk locations and pedestrian detours*
Changes to the lane configuration on Congress Street west of Gilman Street is likely and may need to be included in the plan. **[Carroll, Patrick H - (BOS)]**
- *Lane configuration changes west of Gilman Street (if required) will include site logistics plans for City review.*

4.) Revised Site Plans – We can upload the revised site plans (dated 5/15) to the application website as a separate file. Revisions to plans are:

- Tree boxes have been added to our plans that were previously shown on the site plans.

- Reference to the 2014 MaineDOT specifications has been updated to the MaineDOT 2020 specifications as these were recently released since our last submittal and the City of Portland has adopted these specifications moving forward on all projects.

5.) Response from Sebago to DPW comments (From Bradley Lyon)

Here are the comments on the plans from DPW and our office:

- The sidewalk on the south side of Congress between Valley and Gilman should be shown as brick, as no sidewalk material waiver has been granted here. *The sidewalk has been updated to brick sidewalk between Valley and Gilman per your request.*
- Most of the proposed ramp designs look acceptable. However, they should endeavor to avoid showing abutting tip down pieces at adjacent ramp areas, as this results in curb "points" that tend to be damaged during winter operations. Reduced curb reveal between ramps is acceptable to address this situation. *We had previously looked at this when we did the ramp design and have already reduced the curb reveal down to as much as 3" in some areas in an attempt to eliminate this situation while maintaining ADA compliance where possible. Although we appreciate the maintenance concerns, this situation is difficult to eliminate while trying to maintain ADA compliance.*
- The symbol for bicycle lanes should show the City and MUTCD standard helmeted cyclist. *Based on an email from you earlier this week we understand you are moving away from the detail shown in your Technical Manual and heading more towards the standard bike symbol in the MUTCD. Our plans have been updated to show this.*
- The plans do not indicate a phased approach to the street improvements. At a minimum, the improvements shown on the west side of the Congress/Valley intersection should be completed PRIOR to removal of the signal here. Please document on the plans and in the CMP. *Note 3 on Sheet 4 has been added addressing this condition.*
- Please denote transit stops on the site plan, including the inline stop on the north side of Congress at Forest that was discussed during site plan review. *The inline stop on the north side of Congress at Forest has been added in addition to calling out the bus shelter on the site side of the Congress.*

Please let me know if you have any questions and the best way to transmit the large files.

Thanks

Patrick Carroll | Senior Project Manager |

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From: Gagnon, Dominic <Dominic.Gagnon@colliers.com>

Sent: Wednesday, May 13, 2020 10:56 AM

To: Helen Donaldson <hcd@portlandmaine.gov>; Carroll, Patrick H - (BOS) <pccarroll@tcco.com>; Parys, Adam J - (BOS) <aparys@tcco.com>

Cc: driley@sebagotechnics.com; Bradley Lyon <blyon@sebagotechnics.com>

Subject: RE: Site plans - building permit

Hello,

As for the logistics slides...Pat should be emailing those to all of us. Little has changed, as the enabling work was the big disruption. As shown in previous diagrams, 12' on Gilman will be taken and 10' on Congress I believe, but no impact to parking as there is enough room to tighten the lanes and keep parking. Shaw Brothers will be developing a TCP for this I believe and Pat will forward this. These are very straightforward.

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