
Fwd: 23 Ocean

Tom Errico <thomas.errico@tylin.com>
To: Helen Donaldson <hcd@portlandmaine.gov>

Thu, Jan 19, 2017 at 9:00 AM

Hi Nell – I have a few comments:

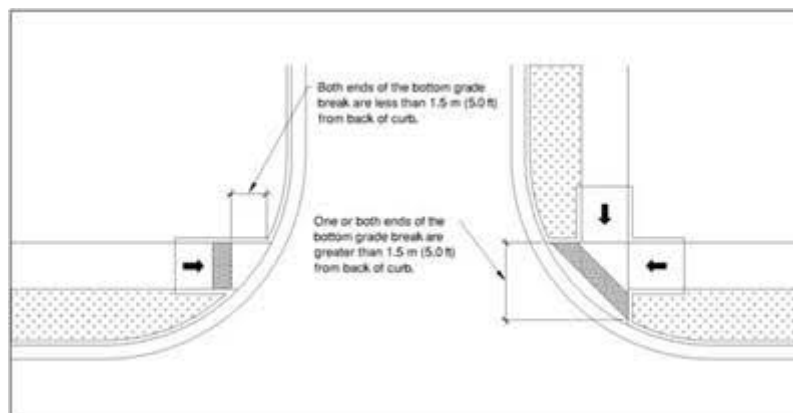
Construction Management Plan – The written plan provided should be edited to note that contractors vehicles shall not utilize on-street parking. I am concerned about the closure of the sidewalk on Ocean Avenue. The Ocean Avenue School is nearby and school children may be walking along the project frontage. This should be considered. If a sidewalk closure is proposed, a detailed detour plan shall be provided.

Hersey Ramp – Ransom should review the following and confirm that the panel design meets this requirement (it's easier for them to measure dimensions). Otherwise I find the design to be acceptable.

R305.2.1 Perpendicular Curb Ramps. On perpendicular curb ramps, detectable warning surfaces shall be placed as follows:

1. Where the ends of the bottom grade break are in front of the back of curb, detectable warning surfaces shall be placed at the back of curb.
2. Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is 1.5 m (5.0 ft) or less, detectable warning surfaces shall be placed on the ramp run within one dome spacing of the bottom grade break.
3. Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is more than 1.5 m (5.0 ft), detectable warning surfaces shall be placed on the lower landing at the back of curb.

Figure R305.2.1 Perpendicular Curb Ramps



If you have any questions, please contact me.

Best regards,

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From: Helen Donaldson [<mailto:hcd@portlandmaine.gov>]

Sent: Wednesday, January 18, 2017 10:00 PM

To: Tom Errico <thomas.errico@tylin.com>

Subject: Re: 23 Ocean

Tom,

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