



Jean Fraser <jf@portlandmaine.gov>

250 Riverside Industrial Parkway - Preliminary Traffic Comments

1 message

Tom Errico <thomas.errico@tylin.com>

Thu, Oct 18, 2018 at 2:25 PM

To: Jean Fraser <jf@portlandmaine.gov>

Cc: Keith Gray <kgray@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>

Hi Jean – I have reviewed the application materials and offer the following preliminary traffic comments.

- The Applicant has conducted a trip generation estimate for the project and moderate traffic is expected to be generated by the project during peak hours. The estimate was based upon a count at the existing Presumpscot Street site. I continue to review the methods used and information provided. The Applicant shall provide information regarding future expansion of operations and possible increases in traffic (versus the Presumpscot Street site). I would note a Traffic Impact Study may be required. I will also be confirming the requirement for a Traffic Movement Permit.
- The Applicant conducted sight distance measurements at the proposed driveway. Acceptable sight will be provided.
- The Applicant conducted waiver analyses for provision of sidewalk and curbing on Riverside Industrial Parkway. In my professional opinion the project does not meet the necessary criteria for pedestrian activity along Riverside Industrial Parkway and loss of significant site features. Accordingly, a sidewalk shall be provided. A curbing waiver may be a consideration with a sidewalk set back from the roadway.
- The Applicant should consider a pedestrian facility between the site and Riverside Industrial Parkway.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE

Senior Associate

Traffic Engineering Director

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Comments



The Applicant should clarify the amount of wetland impacts. The number varies within the application materials and on the plans.

The SLODA notes that the Maine Construction General Permit will be reviewed as part of the SLODA application. Please note that the SLODA is being reviewed by the City of Portland as part of Delegated Review Authority, and the Maine Construction General Permit will still be required through the Maine DEP.

The project is in the Dole Brook watershed, which is an Urban Impaired Stream. The Applicant should provide additional information on how the project will meet the Urban Impaired Stream Standard.

The standard maximum filter area size for underdrain soil filters, per the Maine DEP BMP standard is 3,000 SF. Two of the proposed filters exceed this area.

The stormwater model includes vertical orifices for the underdrain soil filters ranging in size from 1" to 3.5". The plans and details do not identify these orifices. Please clarify their use, include them in the design details, and specifically identify any maintenance requirements associated with the orifices in the Inspection and Maintenance Plan.

For the final plans, the Underdrained Soil Filter Detail included on sheet 9 should be updated with project-specific elevation information for the project.

It appears based on site grades that there will be some offsite runoff onto the project site, including into Underdrained Soil Filter 2. The plans do not show offsite areas. Please clarify.

Per the City's Technical Manual, where driveways enter onto an existing street, the full radius of the driveway shall be designed and constructed of granite curb. The current design calls for bituminous curbing.

Verify that adequate cover is provided, both for frost protection, and installation of pipes into catch basins. It appears that there is 2.3' of cover at CB-4 and 1.34' of cover at CB-6.

Please clarify how SMH-1 will be tying into the existing sewer that crosses the site within the Presumpscot North Interceptor easement. The structure table notes an invert into this manhole from the proposed site sewer that is almost 17 feet higher than the inverts of the existing sewer. In addition to an ability to serve confirmation, the Applicant will need to provide verification that the connection methodology, and all proposed improvements within the easement are acceptable.

The existing sewer manhole SMH 1083 is located in an area with significant proposed grading with a 1.5:1 sides slope. Additional information should be provided on modifications to this manhole, and any stabilization required to maintain the structure within the steeply sloped area.

Please provide additional information on stabilization fabrics and rip rap sizing, in particular for the area identified with 1.5:1 sizing. Verify that the materials selected for stabilization in these steep areas are adequate for the proposed slopes. The landscape plan should also be reconciled with the grading plan, as it appears that seeding is identified in areas of riprap.

A stormwater maintenance agreement with the City of Portland will be required.