

*Town of Brunswick, Maine*

Item 5

Back up  
materials

# Town of Brunswick, Maine

## OFFICE OF THE TOWN ENGINEER

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### MEMORANDUM

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**TO:** Town Manager

**FROM:** Trey Crews, PE, Town Engineer

**DATE:** January 13, 2026

**SUBJECT:** Maine Street Streetscape Project – Lemont Block Redesign

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The Town of Brunswick initiated the Maine Street Streetscape Project in 2019, with design work completed in 2023. Construction began in 2024, with most of the west side of Maine Street completed that year and the east side completed in 2025. Construction on the west side block between Pleasant Street and Town Hall Place (commonly referred to as the Lemont Block) was paused due to the potential redesign and reconstruction of Pleasant Street as part of a Maine Department of Transportation (DOT) project. That DOT project did not proceed and is no longer anticipated. As a result, construction of the Lemont Block portion of the Streetscape Project is now ready to move forward.

During the construction pause, Town staff revisited the design and grading plans for the Lemont Block, informed by lessons learned during construction of the remainder of the project. Based on this review, staff are proposing a modified design for this block.

The Lemont Block presents a significant elevation change between the building fronts and the existing street, creating a substantial challenge in meeting Americans with Disabilities Act (ADA) requirements. ADA standards require a minimum five-foot-wide pedestrian path with a slope of no more than two percent. While the original design technically met these requirements, it required steep slopes between the curb line and the ADA-compliant path, as well as along the building frontage. This configuration effectively eliminated opportunities for outdoor dining, retail displays, and other sidewalk-based business activities.

Several options were evaluated to address the elevation differences between building entrances and the street. Lowering the sidewalk elevation was not feasible due to the presence of buried utilities with minimum cover requirements, and because it could expose building foundations and potentially compromise their structural integrity. The use of an additional curb functioning as a step was also considered but rejected due to winter maintenance concerns, as Public Works would be unable to reliably keep such a step clear of snow and ice. The only remaining viable option was to extend, or “bump out,” the curb line farther into the street to provide additional horizontal distance to accommodate the elevation change.

The project consultant developed a revised layout incorporating a curb bump-out. This modification significantly improves the ability to achieve ADA-compliant grades from both a technical and construction standpoint. It also increases the usable width between the curb and building faces, allowing outdoor dining and vendor space to be reintroduced along the block.

The revised curb alignment, however, necessitates the conversion of nine angled on-street parking spaces to five parallel spaces. (It is worth noting that parallel stalls are generally safer than the angled

stalls existing along Maine St. which are prone to rear end collisions as vehicles exit stalls)

To address this parking reduction, staff prepared an accompanying design to add parking along Town Hall Place (separate Town Council item). Following consultation with property owners along the Lemont Block, the owners expressed a preference for the curb bump-out option, citing the benefits of expanded outdoor space and support for offsetting the parking changes through modifications to Town Hall Place.

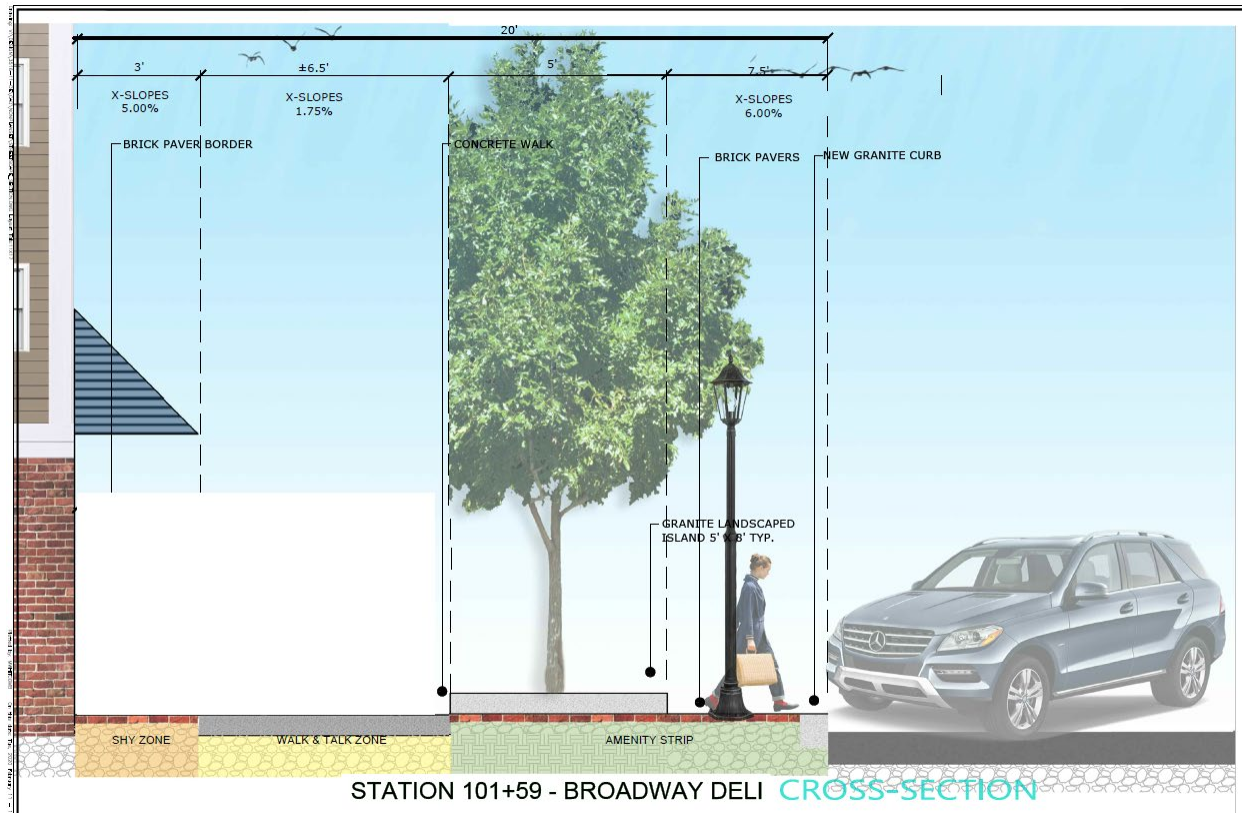
To complete the Lemont Block portion of the Maine Street Streetscape Project, Town staff are requesting that the Town Council approve the proposed revised design, authorize the use of Downtown Tax Increment Financing (TIF) funds for construction, and consider the accompanying item detailing proposed alterations to Town Hall Place intended to offset the parking changes resulting from the revised curb alignment.

The project consultant prepared a quantity estimate for the revised design. Based on staff's experience overseeing construction of the remainder of the Streetscape Project and prevailing construction costs, staff developed a cost estimate including a conservative contingency. Staff are confident that an appropriation of \$600,000 will be more than sufficient to complete construction of the Lemont Block.

The revised Lemont Block would be advertised as part of a competitive bid process with an estimated construction date of September through October. Doing the work in the fall will help alleviate summer traffic concerns and minimize disruption to the downtown businesses' busiest season.

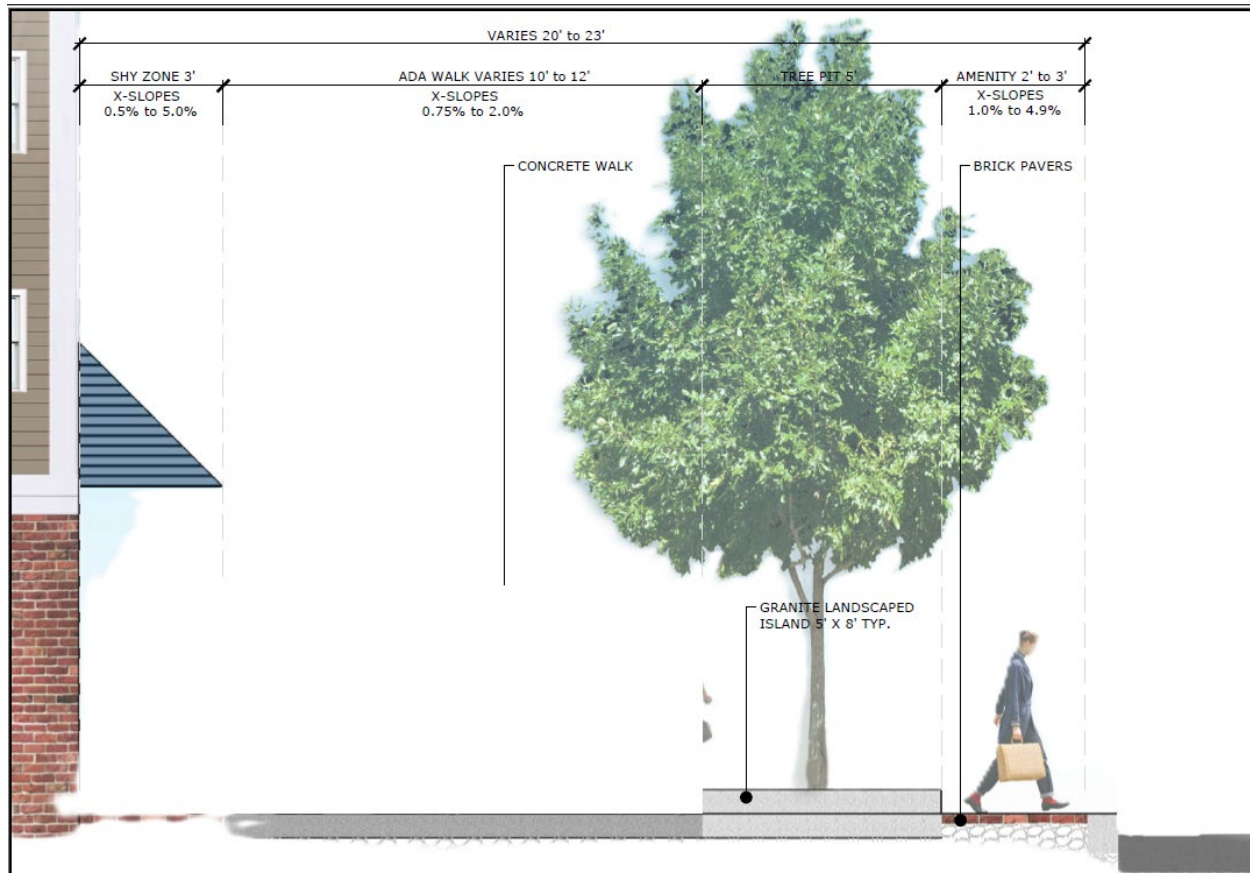
Attached:       Photos of Existing Condition  
                  Conceptual Cross Section of the Original and Revised Design  
                  Revised Block Design Plan View





Original Design – Note only about 9 ft of space between building face and tree well/slopes back to existing grade, 5 ft of which must be reserved for ADA use. Also note high slopes next to building face and curb line.



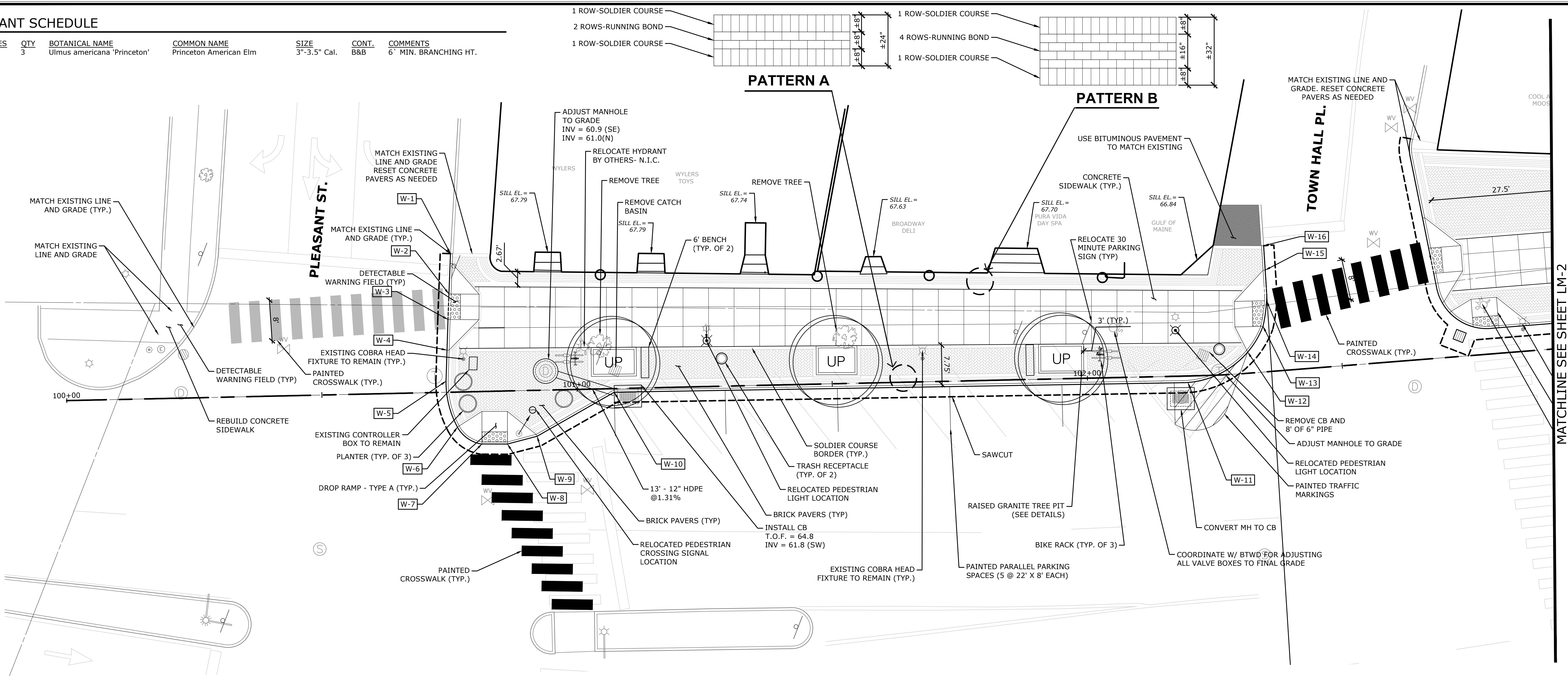


New Design – Note about 15 ft of space between building face and tree/well slopes back to existing grade. This more than doubles the outdoor space for possible business use, while also flattening the grades along the building face and curb line.

PROJECT NO. 2024-001  
DATE: 10/07/2025  
DRAWN BY: J. SMITH  
CHECKED BY: M. FARRAR  
SCALE: 1"=10'

## PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONT.	COMMENTS
UP	3	Ulmus americana 'Princeton'	Princeton American Elm	3"-3.5" Cal.	B&B	6" MIN. BRANCHING HT.



CURB LAYOUT TABLE

START CURB POINT	ELEV.	START STATION	START OFFSET	END CURB POINT	LENGTH (feet)	RADIUS (feet)	CURB TYPE
W-1	65.31	100+75.79	-27.15	W-2	8.00		TDI
W-2	64.85	100+75.32	-19.25	W-3	5.00		FCI
W-3	64.85	100+75.02	-14.25	W-4	6.00		TDI
W-4	65.20	100+74.66	-8.26	W-5	6.00		I
W-5	65.20	100+74.38	-2.18	W-6	9.00	18	I
W-6	65.20	100+76.41	6.86	W-7	6.00	6	TDI
W-7	64.84	100+81.13	10.29	W-8	5.00		FCI
W-8	64.84	100+86.13	10.39	W-9	6.00		TDI
W-9	65.25	100+91.98	9.00	W-10	17.00		I
W-10	65.62	101+06.84	-0.26	W-11	113.00		I
W-11	65.21	102+19.67	1.29	W-12	13.50	17	I
W-12	65.00	102+23.73	-4.15	W-13	6.00	30	TDI
W-13	EX. GRADE	102+32.46	-8.95	W-14	5.00		FCI
W-14	EX. GRADE	102+35.14	-13.86	W-15	6.00		TDI
W-15	EX. GRADE	102+36.52	-19.88	W-16	5.00		I
W-16	EX. GRADE	102+36.52	-24.67	END OF RUN - TOWN HALL PLACE			

## LAYOUT NOTES

- THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR EACH SIDEWALK RAMP DEPICTING SPOT ELEVATIONS AT EACH CORNER AND CHANGE IN CROSS SLOPE OR SLOPE DIRECTION.

- I = TYPE I VERTICAL GRANITE CURB  
TDI = TYPE I VERTICAL GRANITE CURB TIP DOWN  
FCI = TYPE I FLUSH VERTICAL GRANITE CURB

## PROPOSED MATERIAL LEGEND

- SAWCUT
- RAISED GRANITE CURB
- FLUSH GRANITE CURB
- CONCRETE SIDEWALK
- BRICK PAVERS
- STREET TREE
- EXISTING PEDESTRIAN LIGHT TO REMAIN
- RELOCATED PEDESTRIAN LIGHT
- RELOCATED PEDESTRIAN CROSSING SIGNAL

2 MARKET STREET, 5TH FLOOR  
PORTLAND, ME 04101  
SLRCONSULTING.COM

DESCRIPTION	DATE	BY

LEMONT BLOCK REDESIGN - SITE PLAN- LAYOUT AND MATERIALS

DOWNTOWN STREETSCAPE  
ENHANCEMENT PROJECT

MAINE STREET  
BRUNSWICK, MAINE

DESIGNED	DDS	MFZ
DRAWN		
CHECKED		

SCALE: 1"=10'

DATE: OCTOBER 07, 2025

PROJECT NO.: 3516-11

1 OF 2

LM-RE

SHEET NAME