



Circuit Avenue Sidewalk FAQs Updated 3/10/2022

1. When will updates to the schedule be posted?

A general timeline is now posted on the Circuit Ave Sidewalk Information page and the more detailed contractor provided monthly work schedules are posted when they become available which is generally expected to be the week before a new month begins.

2. What will the concrete sidewalk look like?

This is a sample photo from a different project that is a good example of a “medium brush finish sidewalk” which is a standard finish for concrete sidewalks that provides good traction and a more visually appealing look.



3. Why is the staging area at the Harbor instead of near Flying Horses?

Staging materials at the harbor was determined to be less intrusive to traffic flow than near the Flying Horses and also keeps parking near Circuit Ave open for use.

4. The trees from Healey Square to Third World Trading seem to be taking up yet another 3 or 4 parking spaces?

This issue has been discussed several times in the past during our design and during the many public input meetings. Parking spaces are not being lost as the question suggests. Angled parking spaces at the triangular curb planters are shorter than the other spaces where planters do not exist. This is the same condition that existed previously and worked for smaller cars for many years. Our design improves on that situation by allowing the front bumpers of parked cars in these spaces to overhang the top of the planter. The previous planter did not allow that because it was 2' high and a truck bumper couldn't clear them. Our curb planters are 6 inches high, which allows large vehicles to pull deeper into the space. The new planters have been sized to fit a 17' long vehicle such as a Toyota Sienna minivan.



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5. The "plaza-raised crosswalk " in front of Linda Jeans seem off from original pictures shown. *The main part of the crosswalk inside the roadway has not been installed yet. Those will be concrete pavers, bounded by flush granite curb, which will allow what is seen to make visual sense, just like our concept design sketches showed.*

The light poles and trees shown in the concept image could not be put into the final design because the Fire Department requested an area by Healey Square for an ambulance to pull up on the curb in case of emergency. There will be mountable curb along the bump out by Healey Square to accommodate an ambulance pulling up onto the bump out.

6. Have there been any work order changes?

There have been three minor change orders enacted to date:

CO#1: Installing radius curb corners and buzzed edge granite curb at the triangular tree pits south of Healey Square. \$2,674

This was to reduce the possibility of curb and tire damage at the corners of the tree pits.

CO#2: Installing concrete steps at 3 locations where reducing cross slope made existing entry steps greater than 8" high. \$2,707

These locations already had steps up to the entryway and a very steep cross slope at the sidewalk. Reducing the sidewalk cross slope to 2% to meet ADA requirements made the steps greater than 8" high, so to meet building code additional steps were added.

CO#3: Changing the tree species to the Ivory Silk Tree Lilacs from the Cleveland Select Callery Pears. \$3,146

The Cleveland Select trees were specified to preserve the existing image of Circuit Ave but was changed after public feedback and approval by the Select Board.

7. As some of the buildings are gaining a step how are the ADA improvements going if any?

A primary objective of the new sidewalks was to reduce the cross slope towards the curb to 2% maximum, to meet ADA requirements. In most areas, the old sidewalks were higher than 2%, often much higher. Because of the cross-slope requirement, it was not possible to eliminate steps in most areas. Where possible, such as at Black Dog and Fat Ronnie's, the step up was eliminated. In other areas such as Benito's, we were able to reduce step height to the entryway to 4-5".

At the vast majority of entrances, we either improved the accessibility of the entrance or we kept the existing step up in place because there was no other solution. At areas where the cross slope was particularly steep such as at Beetlebung, leveling the cross slope to 2% as required by ADA made the existing step greater than 8" high, so to meet building code a step was added. All step changes are being done with the approval of the property owner.



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We are not converting existing ramps that go up to threshold level into steps, except at one location (Laughing Bear) where the slope up was an extremely high 18%. This was done at the request of the owner. Note that where one building has a step up to the entry, its neighbor may have a flush entry, so substantially raising the sidewalk at one location can create drainage problems at another. We also do not want to raise the curb height at the roadway above 7", for the sake of vehicles and for pedestrians stepping up onto the curb.

8. When do the loading zones get discussed?

The Streetscape Committee wanted to change the parking area in front of the post office on Kennebec to a loading zone because the loading zone on Circuit Ave at Healey Square is being replaced with the new pedestrian bumpout and raised crosswalk. The area in front of the post office is currently 1 space with 15 minute parking and 2 spaces that are reserved for post office trucks for an hour in the morning and an hour in the afternoon. This item is under discussion and will be addressed in the near future.

9. When will finances be shared with the taxpayers- how the town is borrowing- what's been spent so far etc...

Finances have ALWAYS been available and have been provided on request multiple times. The borrowing question has been answered multiple times as well noting that the Town will be obtaining a BAN (bond anticipation note) to cover at a minimum any expenses through June 30, 2022 with the expectation that a bond for the full project will be issued sometime in the next fiscal year.

The detailed charges through October was provided per a request on October 18. Since October 18th the following additional activity has occurred:

ACCOUNT & DESCRIP	EFF DATE	AMOUNT	VENDOR NAME	COMMENT
30 -705-5200	06/09/2021	13,870.00	WATERFIELD DESIGN	Streetscape Inv 1567-33
PURCHASE OF SERVICES	06/30/2021	15,538.00	WATERFIELD DESIGN	Streetscape Inv 1567-32
	06/30/2021	14,154.00	WATERFIELD DESIGN	Streetscape Inv 1567-30
	06/30/2021	16,012.00	WATERFIELD DESIGN	Streetscape Inv 1567-27
	06/30/2021	8,241.00	WATERFIELD DESIGN	Streetscape Inv 1567-29
	06/30/2021	0.05		Minor adj to close acct
	07/21/2021	10,158.00	WATERFIELD DESIGN	Streetscape Inv 1567-34
	08/09/2021	34,228.00	WATERFIELD DESIGN	STREETSCAPE INV 1567-31
	09/15/2021	14,622.00	WATERFIELD DESIGN	Streetscape Inv 1567-36
	10/14/2021	33,945.00	WATERFIELD DESIGN	Streetscape Inv 1567-37
	10/27/2021	20,247.00	WATERFIELD DESIGN	Streetscape Inv 1567-35
	11/09/2021	12,131.00	WATERFIELD DESIGN	Streetscape Inv 1567-38
	12/07/2021	13,918.00	WATERFIELD DESIGN	Streetscape Inv 1567-39
	02/14/2022	500,717.69	LAWRENCE LYNCH	Street Scope 1
	02/14/2022	19,330.00	WATERFIELD DESIGN	1567-40
TOTAL		727,111.74		



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The green entries correspond to the invoices noted in the October email. This does not include payments due for work not yet billed. We expect that Pay Req 2 will be submitted shortly.

10. When will Healey Square be specked [sp] out to go out to bid? And when will the Harbor parking and Kennebec be discussed?

Construction for Healey Square, Kennebec, and Lake Ave parking are planned to go to bid for Summer 2022. Waterfield is developing a temporary repainting plan for Lake Ave that could be implemented by the Highway Department this spring. Waterfield will be reviewing it with the town shortly.

11. Why are there more trees going in on Circuit Ave than in the plan? Are more parking spaces being lost with trees and raised sidewalks? (than originally planned)

Compared to the Streetscape Committee plan, in the bid documents there is one additional tree north of Healey Square. The quantity went from (5) to (6). This was done to provide a tree closer to Healey Square, where there was going to be a gap in the tree line. Because this is the parallel parking area where the trees are set into the sidewalk, the added tree does not affect parking in any way. South of Healey Square in the diagonal parking area, there is no change from the Streetscape Committee plan. There were (7) tree planters south of Healey Square on old Circuit Ave, and there are (7) trees in the current design.

The above question may originate from how in the bid drawings the plant schedule says 11 trees. That is a typo, as there are 13 trees shown in the drawings. However, this is not a change, because there is a note in the drawings that says if there is a discrepancy between the plant schedule and the plants shown in the plan, the plan shall govern.

12. Why are bricks being used by Gios, Island Theater, and Vineyard Vines but not for the sidewalks?

It was decided at the Streetscape Committee that the sidewalks be all concrete. Reasons included maintenance, trip hazards, and cost.

Bricks were put back in place at Giordano's and the Island Theater so as to not have an awkward-looking transition with the existing brick pavement along the Lake Ave sidewalks. In the design the brick paving is terminated at the end of the first building on Circuit.

Similarly, there is brick paving being put back in place at Vineyard Vines because there are existing brick sidewalks that are outside our work area on each side of the new bumpout. To make the bumpout a different material would look awkward.

The crosswalks are not brick but concrete pavers, which are 3-1/4 thick and are rated for commercial vehicular use. The pavers have beveled edges that reduce trip hazards and resist chipping. Brick would not last long in a roadway application.