

**Opportunities Providing Easier Navigation in Brunswick (OPEN in Brunswick) Project
Maine Department of Transportation**

U.S. Department of Transportation (USDOT)
FY 2025 Better Utilizing Investments to Leverage Development (BUILD) Program

ATTACHMENT B

STATEMENT OF WORK

STATEMENT OF WORK

Opportunities Providing Easier Navigation in Brunswick (OPEN in Brunswick) Project **Maine Department of Transportation**

U.S. Department of Transportation (USDOT)
FY 2025 Better Utilizing Investments to Leverage Development (BUILD) Grant Program
January 2025

The *Opportunities Providing Easier Navigation in Brunswick (OPEN in Brunswick) Project* (“Project”) consists of reconstructing streets, rebuilding deteriorating sidewalks, building ADA-compliant sidewalks and crosswalks, creating a safe and modern multi-use pathway connecting two currently disjointed paths, reconfiguring an inefficient one-way street, and resurfacing deteriorating streets in the town of Brunswick, Maine (Cumberland County). The Project will generate safety improvements in high crash areas, mitigate growing congestion, accommodate local and regional traffic more efficiently, and increase mobility and accessibility for all transportation modes—all without widening streets. The Maine Department of Transportation (“MaineDOT”, “Department”) and the Town of Brunswick (“Town”) are Project partners; MaineDOT is the applicant. While the Project is not located in a Historically Disadvantaged Community or Area of Persistent Poverty, it is critical to the well-being of all, including rural residents and tourists who rely on the infrastructure despite its ongoing deterioration. A detailed Project Map and Statement of Work are located in Attachment A and Attachment B, respectively. Project components consist of:

Pleasant Street Rehabilitation (1.2 miles): Resurface 0.8 miles of Pleasant Street and 1,000 feet of Mill Street by removing the top layer of worn and decaying asphalt and replacing it with a new layer of asphalt (a process known as mill and fill), making adjacent improvements to storm drains, constructing new sidewalks and Americans with Disabilities Act (ADA)-compliant crosswalks, and constructing or replacing street curbing. This Project component is the result of the extensive *Pleasant Street Corridor Transportation Study, Final Report*, May 2022¹ and endorsed by the Brunswick Town Council.

Pleasant Street Reconstruction (0.5 mile): Utilize preliminary design efforts completed thus far to reconfigure an improved one-way option to convert traffic on Pleasant Street (between Stanwood Street and Maine Street) from the current one-way (eastbound) direction to a two-way flow under consideration. This option will reduce congestion and is being carefully considered against any potential safety challenges homeowners could face regarding ingress and egress of their driveways if the street is converted to two-way. All decision makers are carefully listening to all stakeholders and numerous public comments to strictly ensure there is balance between convenience and safety. This Project component includes the installation of a traffic signal at the intersection of Pleasant Street and Cushing Street. This Project component is also the result of the extensive *Pleasant Street Corridor Transportation Study, Final Report*, May 2022.

¹ *Pleasant Street Corridor Transportation Study, Final Report*, May 2022, <https://www.brunswickme.gov/DocumentCenter/View/8565/Pleasant-Street-Final-Report-5-20-22>

Mill Street Rehabilitation (0.4 mile): Improve the street surface using the mill and fill process, make adjacent improvements to storm drains, construct new sidewalks and Americans with Disabilities Act (ADA)-compliant crosswalks, and construct or replace street curbing.

Cabot Street Realignment: Combine Cabot Street with the U.S. Route 1 (US 1) southbound on-ramp and install a traffic signal at the intersection of Mason Street and Maine Street. This Project component would augment the Androscoggin Riverwalk component by providing adequate space along Bow Street and Cabot Street for the new riverwalk path as well as its connection point to the current sidewalk on Maine Street. This Project component is also the result of the *Androscoggin Brunswick-Topsham Riverwalk Feasibility Study*, October 2021, as well as the *Brunswick Maine Street Bridge Feasibility Study – Preliminary Alternative Evaluation*, 2019.² Seven intersection improvement alternatives were examined, including the possibility of installing a roundabout or a diverging diamond interchange; however, the alternative of combining Cabot Street with the US 1 southbound on-ramp and the installation of a traffic signal at the intersection of Mason Street and Maine Street ultimately prevailed because of its safety and efficiency benefits. The Brunswick Town Council voted to support this Project component in 2019.

Androscoggin Riverwalk Multi-use Path Connection: Construction of a new 1,600-foot-long, 10-foot-wide multi-use pathway along the Androscoggin River, connecting a portion of the popular *Androscoggin Riverwalk* trail over the historic 1892 *Swinging Bridge* to the sidewalk on Maine Street (U.S. Route 201). This will complete the final gap in a 1.25-mile pathway loop traversing both sides of the river between Brunswick and Topsham. This Project component includes constructing a concrete barrier wall to safely separate pedestrians and cyclists from vehicular traffic. This Project component is an outcome of the *Androscoggin Brunswick-Topsham Riverwalk Feasibility Study*, 2021.⁴

I. BACKGROUND/LOCATION

Brunswick is located in Cumberland County in southwest Maine. With a population of 21,000, it has a distinct urban feel and is a service center for rural areas to the north and communities along the state’s Atlantic coast to the south. Project components stretch from the downtown urban core 1.5 miles west. Two components are located along US 1, a minor arterial classification of road traversing the state from southwest to northeast. Brunswick is a primary service center,⁵ a state designation for a large or small urban area that offers everyday needs to

Table 1. Project Location Details

Location	City of Brunswick Cumberland County, Maine
GPS coordinates	46.68122, -68.01550
Census Tracts (2010 and 2020)	23005011204 (112.04) 23005011205 (112.05)
Census- Designated Urban Area	Rural Brunswick UACE: 11040 ³ Population: 31,361(2020)
Congressional Representation	ME’s 1 st District Chellie Pingree (D) U.S. Senators Susan Collins (R) and Angus King (I)

² *Brunswick Maine Street Bridge Feasibility Study – Preliminary Alternative Evaluation*, 2019, <https://www.brunswickme.org/DocumentCenter/View/5470/Pool-Table---MaineDOT-Brunswick-9-12-19-meeting-Finalrev1>

³ UACE 71263. Source: <https://www.transportation.gov/RAISEgrants/urbanized-areas>

⁴ *Androscoggin Brunswick-Topsham Riverwalk Feasibility Study*, October 2021, <https://www.brunswickme.org/DocumentCenter/View/5716/Riverwalk-Final-Report-10-18-2021>

⁵ Urban Compact and Service Center Communities, MaineDOT, <https://www.maine.gov/mdot/traffic/docs/accessmgmt/append.pdf>

nearby local and regional populations. The Town is a center for jobs, retail, and healthcare, as well as social functions and financial services.

The Project spans two Census Tracts—112.04 and 112.05. Neither of the Census Tracts are designated as an Area of Persistent Poverty or Historically Disadvantaged Community (HDC), according to the Equitable Transportation Community (ETC) Explorer.

Census Tract 112.04 faces Transportation Insecurity due to a lack of *Transportation Access* at the 88th percentile according to the Equitable Transportation Community (ETC) Explorer.

Census Tract 112.05 faces several burdens and vulnerabilities, Transportation burdens include *Transportation Cost Burden* at the 66th percentile and *Transportation Safety* at the 70th percentile.

Brunswick is in a Rural area—although the city center is part of a Census-Designated Urban Area (UACE 11040). The area has a total population of 31,361 which falls below the [RAISE threshold](#) defining Urban Areas (200,000).



Above: The Project spans two Census tracts: 112.04 and 112.05.

II. OBJECTIVE

The Project creates safer streets and pathways through design elements that consider multiple modes, allowing different types of transportation to safely coexist and navigate to points of interest more efficiently and safely than they do today. Project improvements encourage safe speeds and provide more direct access to daily destinations using more affordable and available transportation modes.

Project Milestone	Start Date	End Date
Project Kickoff	July 2025	
Preliminary Design (60%)	August 2025	January 2027
NEPA	January 2027	December 2028
Obtain Permits/Approvals	January 2027	May 2029
Bid Project	July 2025	April 2028
Final Design (90%)	February 2027	April 2028
ROW Acquisition (R/W Certified)	May 2028	August 2029
Anticipated Obligation of Grant Funds	September 2029	September 2029
Start/End Construction	April 2030	October 2033

IV. DESCRIPTION OF WORK

1. Pleasant Street Rehabilitation

Component Scope of Work

a) General Component Description

Project engineers will replace surface pavement throughout the Project limits to varying depths. Improvements to traffic signals and additional turning lanes will be installed to improve vehicular traffic movements. Design will conform to Complete Streets and Access Management policies and provide space for additional nonmotorized traveler facilities. Existing sidewalk facilities will be rebuilt to improve pedestrian mobility and bring facilities in to compliance with current ADA requirements. The existing bus facility within project limits will be upgraded with a sheltered waiting terminal. Segment improvements include:

- **Pleasant Street from I-295 ramp to Church Road:**
 - Mill 2 inches of pavement and replace
 - Upgrade existing sidewalks to meet current ADA requirements
- **Pleasant Street from Church Road intersection:**
 - Add a center left turning lane on the Pleasant Street approaches to the Church Road intersection
 - Rebuild existing sidewalk on north side of Pleasant Street
 - Construct sidewalk at new offset on southern side of Pleasant Street
- **Pleasant Street between Church Road and River Road:**
 - Maintain existing four travel lanes
 - Rebuild existing sidewalks on northern and southern sides of Pleasant Street
 - Increased pedestrian crossings with refuge islands
 - Access Management improvements at business entrances
- **Pleasant Street between River Road and Mill Street:**
 - Expand roadway to add a center left turning lane on Pleasant Street approaches to the Church Road intersection
 - Rebuild existing sidewalk on the north side of Pleasant Street
 - Construct sidewalk at new offset on south side of Pleasant Street
- **Pleasant Street Between Mill Street and Maine Street 2-Way Conversion**

Component Scope of Work

a) General Component Description

Utilize preliminary design efforts completed thus far to reconfigure an improved one-way option to convert traffic on Pleasant Street (between Stanwood Street and Maine Street) from the current one-way (eastbound) direction to a two-way flow under consideration. Sidewalks along Pleasant Street in this section will be reconstructed and upgraded to current ADA standards. Segment improvements include:

- Access management improvements at business entrances

- Reconstruct sidewalks along Pleasant Street between Maine Street and Mill Street to meet current ADA standards
- Upgraded traffic signals at Mill Street, Union Street, and Maine Street
- Construct a new traffic signal at Cushing Street

b) Component Activities

This component will consist of the following activities:

i. **Pre-Construction Activities:**

- a. Right-of-Way Determination
- b. Engineering – preliminary and final design
- c. Utility coordination – coordinating with the Public and private utility companies within the project limits about relocations and protection during construction

ii. **Construction and Demolition Activities:**

- a. Construction Engineering – Maine Department of Transportation oversight of construction activities to include site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance
- b. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
- c. Maintenance of traffic
- d. Sidewalk – Upgrading to current ADA standards, grading, paving, striping, and sign installations

Signal technology improvements will include upgrading traffic signals to adaptive traffic signal technology.

2 & 3. Mill Street Rehabilitation/Androscoggin Riverwalk Multi-Use Path Connection

Component Scope of Work

a) General Component Description

Project engineers will rehabilitate 0.5 miles of Mill Street to include pavement rehabilitation, sidewalk reconstruction, and constructing a 1,500-foot-long shared-use path on the northern side of Mill Street connecting Maine Street to the Androscoggin Riverwalk Swinging Bridge.

Segment improvements include:

- **Mill Street:**

- Mill 2 inches of pavement and replace
- Reconstruct sidewalk to improve pedestrian connectivity and meet current ADA requirements

- **Shared Use Path:**

- Improve pedestrian and bicycle connectivity along Mill Street connecting Maine Street to the Androscoggin Swinging River bridge

b) Component Activities

This component will consist of the following activities:

- i. **Pre-Construction Activities:**
 - a. Right-of-Way Determination
 - b. Engineering – preliminary and final design
 - c. Utility coordination – coordinating with public and private utility companies within the project limits about relocations and protection during construction
- ii. **Construction and Demolition Activities:**
 - a. Construction Engineering – Maine Department of Transportation oversight of construction activities to include site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance
 - b. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
 - c. Maintenance of traffic
 - d. Roadway – New ADA accessible sidewalks, improved access management, landscaping, striping, and signage installation
 - e. Pathway/sidewalk – New ADA accessible path/sidewalk, drainage, grading, paving, striping, and sign installations

4. Cabot Street Realignment

Component Scope of Work

a) General Component Description

Project engineers will combine and realign Cabot Street and the eastbound Route 1 on-ramp to reduce the complexity of the intersection. This will require reorganizing the Cabot Street parking lot and an additional signal installation at the Maine Street and Mason Street intersection.

Proposed changes will help to improve safety and reduce the length of pedestrian crossings.

Segment improvements include:

- **Combining Cabot Street and Route 1 On Ramp:**
 - Combine Cabot Street and Route 1 on ramp to realign across from Route 1 off ramp reducing intersection size.
 - Reorganize Cabot Street parking lot to incorporate new Cabot Street alignment.
 - New signal at Maine Street and Mason Street.

b) Component Activities

This component will consist of the following activities:

- i. **Pre-Construction Activities:**
 - a. Right-of-Way Determination
 - b. Engineering – preliminary and final design
 - c. Utility coordination – coordinating with the Public and private utility companies within the project limits about relocations and protection during construction

- ii. **Construction and Demolition Activities:**
 - a. Construction Engineering – Maine Department of Transportation oversight of construction activities to include site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance
 - b. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force