

**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

PROJECT DESCRIPTION

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January 2025

PROJECT DESCRIPTION

The *Opportunities Providing Easier Navigation in Brunswick (OPEN in Brunswick) Project* (“Project”) consists of reconstructing streets, rebuilding deteriorated sidewalks, building ADA-compliant sidewalks and crosswalks, creating a safe and modern multi-use pathway connecting two currently disjointed paths to complete a riverwalk loop, 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 an Area of Persistent Poverty/Historically Disadvantaged Community, 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



Above: The Project location in Brunswick.

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

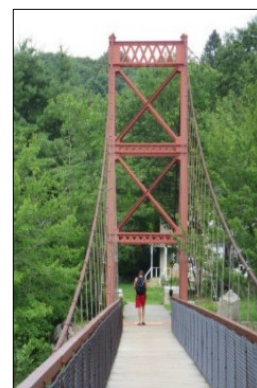
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at the intersection of Pleasant Street and Cushing Street. This Project component is also the result of the extensive *Pleasant Street Corridor Transportation Study, Final Report*, May 2022.²

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.

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) and sidewalks along the new Frank J. Wood Bridge. 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*, 2021.³

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*, 2019.⁴ 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.



Above: The Swinging Bridge section of the Androscoggin Riverwalk.

Summary of Project Components	Amount
Roadway Reconstruction	5,130 feet
Sidewalk Reconstruction	9,240 feet
Roadway Mill & Fill	3,870 feet
Pleasant Street Design Improvements Section	3,000 feet
Intersection and Roadway Realignment	1
Multi-Use Path	1,500 feet
Bus Stop Improvements	1
New Traffic Signals	2
Traffic Signal Improvements (with accessible pedestrian signals)	7
Crosswalks (New/Upgraded)	9/17
New Curb Length	9,240 feet
Storm Drains	159

² Pleasant Street Final Report, <https://www.brunswickme.gov/DocumentCenter/View/10464/PleasantStreetFinalReport>

³ *Androscoggin Brunswick-Topsham Riverwalk Feasibility Study*, October 2021,

<https://www.brunswickme.gov/DocumentCenter/View/5716/Riverwalk-Final-Report-10-18-2021>

⁴ *Brunswick Maine Street Bridge Feasibility Study – Preliminary Alternative Evaluation*, 2019,

<https://www.brunswickme.gov/DocumentCenter/View/5470/Pool-Table---MaineDOT-Brunswick-9-12-19-meeting-Finalrev1>

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Traffic signals will be constructed or upgraded at the following intersections:

- Pleasant Street/Cushing Street (new traffic signal)
- Pleasant Street/Church Road
- Pleasant Street/River Road/Webster Street
- Pleasant Street/Mill Street/Stanwood Street
- Pleasant Street/Union Street
- Pleasant Street/Maine Street

The Project is currently in design status at the 30 percent design level. A detailed Statement of Work covering technical and engineering aspects is located in Attachment B. MaineDOT is very experienced in performing all technical and engineering aspects of the Project which are similar to numerous projects they have completed under a variety of funding sources.



Above: The Project area contains deteriorating and sinking sidewalks, roads, and curbs.

The Project meets the following USDOT goals consistent with the *FY 2022–2026 U.S. DOT Strategic Plan*,⁵ as well as BUILD Merit Criteria:

1. **Safety** for motorists and non-motorized users by employing proven safety measures consistent with USDOT’s *National Roadway Safety Strategy*, Complete Streets design methods, and ADA compliance measures.
2. **Environmental Sustainability** through transportation-efficient design that allows fewer and shorter trips in an urban center, reduced congestion and reliance on vehicles, expanded public transit, and affordable transportation access.
3. **Quality of Life** through increases in the ability to use non-motorized transportation to promote healthy living and convenient connections for regional urban and rural residents.
4. **Mobility and Community Connections** by increasing convenient transportation routes to daily destinations such as employment, healthcare, and grocery stores, including expanding the ease of using affordable transportation options to reach these everyday needs.
5. **Economic Competitiveness and Opportunity** by promoting long-term economic growth and connections to commerce in a vibrant downtown, creating a welcoming urban area for tourists and the financial impact they create, and reducing vehicle maintenance costs by returning infrastructure in the Project area to a state of good repair.
6. **State of Good Repair** by rehabilitating and strengthening existing infrastructure so it lasts long and can better withstand increases in traffic and harsh weather conditions.
7. **Partnership and Collaboration** through ongoing stakeholder engagement, coordination with public and private local organizations, creation of documents detailing improvements.
8. **Innovation** by employing efficient and cost-effective project delivery, utilizing the most efficient construction materials, and incorporating technologically advanced traffic control devices.

⁵ USDOT Strategic Plan: https://www.transportation.gov/sites/dot.gov/files/2022-04/US_DOT_FY2022-26_Strategic_Plan.pdf, page IV

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Project 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,⁶ a state designation for a large or small urban area that offers everyday needs to 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/Historically Disadvantaged Community (HDC), according to the Equitable Transportation Community (ETC) Explorer.



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

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 [BUILD threshold](#) defining Urban Areas (200,000).

History

Brunswick was incorporated in 1738. Throughout its history, the Town has been deeply connected to education and the military. Bowdoin College, the state's first university, was founded in the late 1700s and is located south of the city center. The college has a student body of 1,900. Brunswick Naval Air Station, once a large part of the town, was commissioned in 1943 to serve the nation for aviation training during WWII. It was decommissioned in 2009. Brunswick's diverse base of commerce includes retail, professional, light and medium industry,

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 ⁷ Population: 31,361(2020)
Congressional Representation	ME's 1 st District Chellie Pingree (D) U.S. Senators Susan Collins (R) and Angus King (I)

⁶ Urban Compact and Service Center Communities, MaineDOT, <https://www.maine.gov/mdot/traffic/docs/accessmgmt/append.pdf>

⁷ UACE 71263. Source: <https://www.transportation.gov/RAISEgrants/urbanized-areas>

medical, farming, forestry, and commercial fishing. Historic buildings in the city center are filled with specialty shops and restaurants, making walkability a necessity for commercial success.

Transportation Barriers, Harms, and Burdens

The National Transportation Research Group (TRIP) noted that, “Driving on Maine roads that are deteriorated, congested and that lack some desirable safety features costs Maine drivers a total of \$1.6 billion each year.”⁸ Residents, the Town administration, and MaineDOT recognized more than a decade ago that Brunswick was being held back by the current condition of streets and sidewalks that hamper safety and portray a concerning inability to vibrantly welcome tourists. Streets and sidewalks are old, at times unsafe, inefficient, unable to withstand the harsh winter climate, and considered an unappealing gateway to what could be an even more vibrant town able to attract coastal tourists and college students.

Transportation Solutions

The Town partnered with MaineDOT to develop transportation solutions that would reduce or eliminate mobility burdens and create a safe and thriving downtown that Brunswick could be proud of. Town officials and MaineDOT are busy collectively constructing projects currently underway as well as developing future projects that this Project will connect to—creating seamless vehicle and non-motorized transportation solutions:

- **Downtown Streetscape Enhancement Project:**⁹ Underway – Installation of new granite curbing, construction of new hybrid sidewalks (combination of concrete and brick pavers), driveway ramps, ADA-accessible ramps, raised granite tree pits, streetscape amenities (trash receptacles, bike racks, benches), pedestrian lighting, and street signage. Included in STIP – page 22, WIN 018879.00.
- **Frank J. Wood Bridge Replacement Project:**¹⁰ Underway – A \$50 million project to replace the Frank J. Wood bridge, which carries U.S. Route 201 over the Androscoggin River between Brunswick and neighboring Topsham to the north. Included in STIP – page 22, WIN 022603.00.
- **Maine Street Bridge Deck Project:** 2026 – Replacement of the bridge deck of the Maine Street bridge over US 1, known as the pool table overpass. Included in STIP – page 22, WIN 021714.00.

Each BUILD Project component has a direct connection to all others—constructing them separately will be more costly and inefficient. This application highlights the extensive study documentation detailing not only the importance of the Project but also the extent taken to inform the community of the Project’s importance—resulting in extensive community support. The *Partnership and Collaboration* section of the Merit Criteria details the extensive Project outreach, communication documentation, and community support.

⁸ *Keeping Maine Mobile: PROVIDING A MODERN, SUSTAINABLE TRANSPORTATION SYSTEM IN THE PINE TREE STATE*, National Transportation Research Group (TRIP), 2024, page 2, https://tripnet.org/wp-content/uploads/2024/09/TRIP_Keeping_Maine_Mobile_Report_October_2024.pdf

⁹ Town of Brunswick website: <https://www.brunswickme.gov/717/Maine-Street-Streetscape-Project>

¹⁰ Maine Department of Transportation website: <https://www.maine.gov/mdot/projects/brunswick/frankjwoodbridge/>