

***Sparkling New Life into Maine's Star City Project***  
Maine Department of Transportation

**ATTACHMENT B:  
STATEMENT OF WORK**

**I. BACKGROUND**

As a part of the *Sparkling New Life into Maine's Star City Project* ("Project"), the Maine Department of Transportation ("MaineDOT") and the City of Presque Isle ("City") will construct needed safety and connectivity improvements in downtown Presque Isle, Maine. Presque Isle has been designated by the State as a priority Service Center in rural northern Maine—a medical, employment, and retail hub for the greater Aroostook County region, including the nearby Mi'kmaq Nation and Amish communities. Small family farms are prevalent and account for nearly 95 percent of the county's 720 farms. As a result, Project design and improvements will reflect a variety of transportation modes including personal vehicles, freight trucks, farm equipment, snowmobiles, ATVs, horse-and-buggies, bicycles, and pedestrians.

Improvements will strengthen multimodal safety throughout a rural Historically Disadvantaged Community and Area of Persistent Poverty. Project tasks specifically include retrofitting existing streets and intersections to include bicycle lanes, upgraded crosswalks, and modern traffic signals; improving and extending shared-use pathways; constructing a shared-use pathway bridge; and reconfiguring a dangerous 5-way intersection.

The work encompasses four core components:

- 1. US 1/Main Street Improvements***
- 2. Riverside Drive Improvements***
- 3. State Street Improvements and 5-Fingers Intersection Reconfiguration***
- 4. Shared-Use Path Additions and Pedestrian Bridge Construction***

All necessary planning and preliminary design will be completed by June 2026. National Environmental Policy Act (NEPA) requirements will be completed by June 2027.

**II. OBJECTIVE**

The Project advances the goals of the city and state as part of the Village Partnership Initiative which aims to balance the use and safety of all residents and visitors whether in automobile, walking, or bicycling.

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 more safely than they do today. Project improvements encourage safer speeds and provide more direct access to daily destinations using more affordable and available transportation modes.

The Project creates a more sustainable community by reducing the requirement of a vehicle to travel around the city to meet basic needs. Improved pathways and bicycle lanes offer affordable transportation options that are good for the environment and personal health.

### **III. PROJECT LOCATION**

Presque Isle is northern Maine's largest city with a population of 8,700. Downtown Presque Isle is a center for services and commerce for the surrounding rural agricultural community. The city is designated as a primary Regional Service Center (RSC), classifying it as a regional hub for healthcare, employment, retail, and recreation.

The Project area includes the Main Street/US 1 corridor spanning approximately two miles between the UMPI campus to the south and Connector Road/Maysville Street to the north, as well as State Street and Riverside Drive approximately 750 feet west of Main Street.

The Project spans three Census Tracts—9518, 9519, and 9520. Tracts 9518 and 9520 are designated Areas of Persistent Poverty (APP). According to the Equitable Transportation Community (ETC) Explorer, Tracts 9518 and 9419 are also Transportation Disadvantaged due to high transportation burdens. Additionally, Tract 9519 is a Rural Empowerment Zone (Round III). US 1 creates the border of these three tracts and serves as the primary connector between each tract and frequented destinations throughout the city.

Presque Isle is located in a very Rural area—although the city is part of a Census-Designated Urban Area (UACE 72154), the area has a total population of 5,361 which falls significantly below the BUILD threshold defining Urban Areas (200,000).

### **IV. DESCRIPTION OF WORK**

#### **1. US 1/Main Street Multimodal Improvements**

##### **Component Scope of Work**

##### **a) General Component Description**

Project engineers propose improvements and road diets on US Route 1/Main Street (US 1) in downtown Presque Isle to calm traffic, increase safety, conform to Complete Streets and Access Management policies, and provide space for additional nonmotorized traveler facilities.

Complete Streets improvements are proposed along approximately one mile of US 1 from the University of Maine at Presque Isle (UMPI) campus to Blake Street. Improvements include fewer travel lanes, new or improved sidewalks, esplanade-separated pathways, wider on-street parking, and safe intersection signaling and crosswalks. Improvements also include reconfiguring the intersection at Chapman and Main Streets near Governor's Restaurant.

Segment improvements include:

- **UMPI to Maple St. (See Feasibility Study, p. 37–40)**
  - Reducing 3 travel lanes (2 southbound [SB], 1 northbound [NB]) to two lanes (1 SB, 1 NB)
  - 5-foot wide sidewalk converted to wider multiuse path on west side of Main St., separated by esplanade
- **Maple St. to Chapman St. (See Feasibility Study, p. 41–46):**
  - Reducing 4 travel lanes (2 SB, 1 NB) to 3 lanes (1 SB, 1 NB, 1 center turn lane), including paved shoulder, sometimes used for on-street parking
  - Access Management improvements at business entrances
  - Reconfigured intersection at Chapman St./Main St. with signal upgrades

- Improving existing sidewalk on east side of Main St.
- Sidewalk facilities on west side of Main St. converted to wider multiuse path and greenway, separated by an esplanade
- New pedestrian/bicycle facilities connecting Main St. to Riverside Dr. via Ryan and Roberts Streets
- **Chapman St. to Blake St. (See Feasibility Study, p. 47–50):**
  - Reducing 4 travel lanes (2 NB, 2 SB) and narrow on-street parking (east and west sides of Main St.) to 3 lanes (1 NB, 1 SB, 1 center turn lane) and wider on-street parking
  - Widening existing sidewalks on east and west sides of Main St.
  - Increased pedestrian crossings with refuge islands
  - Access Management improvements at business entrances

Sidewalk and crosswalk improvements, access management improvements, and intersection signal upgrades are proposed on 1.1 miles of US 1 from **Blake Street to Connector Road/Maysville Street** (See Feasibility Study, p. 51).

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

#### b) Component Activities

This component will consist of the following activities:

- i. **Pre-Construction Activities:**
  - a. Right-of-Way Determination
  - b. Preliminary 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 and design standards, inspection and 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

## **2. Riverside Drive Multimodal Improvements**

### **Component Scope of Work**

#### a) General Component Description

Project engineers propose redesigning 0.5 miles of Riverside Dr. North to include traffic calming features, separated shared-use facilities, and greenspace and constructing a 0.5 mile shared-use path on Riverside Dr. South. Segment improvements include:

- **Riverside Dr. N (See Feasibility Study, p. 52-57):**
  - Reducing the two-way road with two lanes to one-way with one lane
  - Access management improvements at business entrances
  - New pedestrian/bicycle facilities with greenspace
- **Riverside Dr. S (See Feasibility Study, p. 58-59):**
  - Demonstration project: Reducing travel lane width and adding a separated multi-use lane
  - New multiuse path segment between farmer's market and State St.

#### b) Component Activities

This component will consist of the following activities:

- i. **Pre-Construction Activities:**
  - a. Right-of-Way Determination
  - b. Preliminary 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. 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

### **3. State Street Improvements and 5-Fingers Intersection Reconfiguration**

#### **Component Scope of Work**

##### a) General Component Description

Project engineers reconfiguring the State St. bridge and approaches to include traffic calming features and increased bicycle/pedestrian facilities, converting the existing 5-way intersection of State, Mechanic, Parsons, and Dyer Streets, also known as the “Five Fingers Intersection,” to a safe and logical 4-way intersection with improved crosswalks and signals, and reconfiguring Dyer St. approaching the new 4-way intersection. Segment improvements include:

- **State Street Bridge (See Feasibility Study, p. 60–62):**
  - Reducing four travel lanes (2 eastbound [EB], 2 westbound [WB]) to two lanes (1 EB, 1 WB)
  - Access management improvements at business entrances
  - Sidewalk improvements between Main St. and the bridge
  - Upgraded traffic signals at Main St. and State St. intersection

- Converting 5-foot wide sidewalk to multi-use path and overlook park on bridge
- **Five Fingers Intersection (See Feasibility Study, p. 63–64):**
  - Converting 5-way intersection to 4-way intersection
  - Reconfigure Dyer St. approach to intersection
  - Upgraded traffic signals
  - New multiuse path to western neighborhoods navigating new intersection design, including crossings
  - Improved greenspace made available by new intersection configuration

b) Component Activities

This component will consist of the following activities:

- i. **Pre-Construction Activities:**
  - a. Right-of-Way Determination
  - b. Preliminary 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. Roadway – New ADA accessible sidewalks, improved access management, landscaping, striping, and signage installation
  - e. Pathway – New ADA accessible path, drainage, grading, paving, striping, and sign installations

#### **4. Shared-Use Path Additions and Pedestrian Bridge Construction**

##### **Component Scope of Work**

a) General Component Description

Project engineers propose constructing new segments of multiuse trail to extend the existing network and provide access to numerous city locations (See Feasibility Study, p. 65–66).

Additions include the segments of:

- Main St. South Greenway
- Riverside Dr. to Blake St.
- State St. Bridge to Parsons St.
- Route 163 to ATV to Carmichael St.
- Pedestrian Bridge connector

Improvements also include a **pedestrian bridge** over the Presque Isle Stream between housing and the city’s primary supermarket.

b) Component Activities

This component will consist of the following activities:

- i. **Pre-Construction Activities:**
  - a. Right-of-Way Determination
  - b. Preliminary 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. Pedestrian Bridge – New ADA accessible paths, drainage, grading, paving, striping, and signage installation
  - d. Pathway – New ADA accessible path, drainage, grading, paving, striping, and sign installations