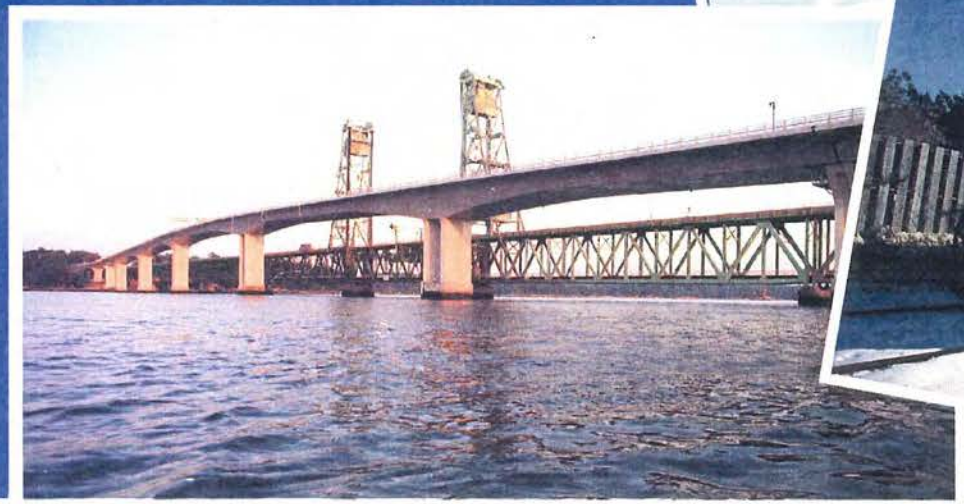
SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN

Fiscal Years 2002-2007



Maine Department of Transportation
January 2001

Cover Photos, clockwise from left

Sagadahoc Bridge, Bath - Woolwich

The new 420' Sagadahoc Bridge is the longest balanced-cantilever, precast-concrete segmental span in the United States. The award winning bridge combines both function and elegance in its design. At a cost of $47 million, the bridge has eliminated traffic congestion from the Bath Iron Works and has improved the free flow of traffic on US Route 1.

Route 11, Aroostook County

The Collector Highway Improvement Program (CHIP) invested $16 million over a 3-year period to correct deficiencies on 38 miles of the 56-mile corridor from Sherman to Ashland. The CHIP focuses on eliminating deficiencies within an entire corridor through reclamation, variable gravel, and other innovative means of utilizing existing materials and alignment.

Deepwater Cargo Port, Estes Head, Eastport

The new Estes Head Terminal in Eastport has 65' of water - the deepest berth in the lower 48 states. It is an important link to markets for the State's forest products industry. Eastport is a critical component in Maine's Three Port Strategy, which also includes Searsport and Portland.

AMTRAK, Portland

AMTRAK Service from Portland to Boston is expected to begin in May, 2001. Future MDOT plans include the expansion of passenger rail service to Rockland and to Lewiston-Auburn.

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INTRODUCTION

Two years ago the Maine Department of Transportation (MDOT) released its first *Six-Year Transportation Improvement Plan*. The purpose of the Plan was to provide better linkage between the MDOT's *20-Year Transportation Plan,* which is policy based, and its *Biennial Transportation Improvement Program (BTIP),* which is project-based and fiscally limited. As anticipated, the expanded vision provided by this Six-Year Plan has provided the MDOT with the opportunity to more effectively manage its planning, project development, and financial resources. The Six-Year Plan also provides municipalities the opportunity to plan for the anticipated improvements in a more timely manner than is allowed by the BTIP.

This updated plan reflects recently approved legislative funding for three major initiatives: rural arterials, minor collectors, and major collectors. The Legislature has committed funds over the next five bienniums to eliminate deficiencies on the roughly 300 miles of remaining substandard rural arterials. A second program that reflects legislative intent is the Rural Road Initiative for the minor collector roadway system. This program consists of a 66.6% contribution from the State, and a 33.3% municipal contribution. For the next six years, it is proposed that a total of $6 million per year in State funding be committed to this program.

MDOT has revised the rural Major Collector Program, allowing for a twenty-year time frame to address the substandard mileage within this roadway system. The program emphasizes the programming of corridors rather than individual projects along a roadway. MDOT believes that a corridor-based approach will be the most effective method for efficiently improving this roadway system and for eliminating both backlog and seasonal posting.

Investments in MDOT's *Explore Maine* Initiative and its Three Port Strategy continue. These investments will improve and expand the State's multimodal and intermodal system elements and provide transportation users with a range of alternatives from which to choose when making travel related decisions.

The projects and programs included in this plan are drawn from, and are consistent with, the MDOT's *20-Year Transportation Plan.* The Bureau of Planning has received advice, assistance, and cooperation from the seven Regional Transportation Advisory Committees (RTACs), municipal officials, and the Regional Planning Commissions (RPCs) for the preparation of this plan. The priority assigned to projects listed were established in part by the Office of Freight Transportation, the Office of Passenger Transportation, and the Bureau of Planning. This Six-Year Plan was presented at a series of public information meetings held throughout the State in order to solicit public comment and input prior to its finalization. The RTACs assisted the MDOT in this effort.

Projects for consideration in the development and preparation of the next BTIP will be drawn from the Six-Year Plan. This plan will be updated every two years to reflect changing needs and priorities. The financial resources required to fulfill this plan may exceed the resources actually

approved in local, State, and federal budgets. Nevertheless, this Six-Year Plan presents the recommended program for future budget deliberations.

Once a project has been selected from the Six-Year Plan for inclusion into the BTIP, it will be removed from the subsequent Six-Year Plan. This is important to note when trying to identify whether a project in which you are interested "exists" within the MDOT project development system. In addition to the Six-Year Plan, please refer to the MDOT BTIP (http://www.state.me.us/mdot/planning/btip/btip.htm) to determine whether a project is part of MDOT's planning and project development programs.

Finally, once funding has been secured, the project development process (from preliminary engineering through to the construction phase) can take several years to complete for complex projects. The completion of the necessary environmental documentation, preliminary and final engineering design, utility coordination, and right-of-way acquisition are all time consuming activities. Due to the need to complete all of these requirements prior to the actual start of construction, the time between when a project is funded and when construction actually begins can span several years.

Maine's Transportation Goals 2000-2020		
ECONOMIC VITALITY	**Access to Global Markets**	• Support economic vitality, especially by enabling global competitiveness, productivity, and efficiency.
	Access & Mobility	• Increase access and mobility options for people and freight. • Enhance integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.
INTEGRATED DECISION MAKING	**Environmental Protection**	• Protect & enhance the environment, promote energy conservation, and improve quality of life.
	Public Involvement	• Ensure local official involvement, especially from non-metropolitan areas. • Improve coordination, cooperation, and public involvement.
	Inter-Governmental Coordination	• Integrate environmental and transportation planning decision making processes at all levels of government.
SYSTEM MANAGEMENT	**Preservation**	• Emphasize the preservation of the existing transportation system.
	Efficiency	• Promote efficient system management and operation. • Address highway system capacity deficiencies.
	Safety	• Increase transportation system safety and security for motorized and non-motorized users.

HIGHWAY & BRIDGE PROGRAMS

Maine has 22,612 miles (36,390 km) of public road, from Interstate highways to local streets and roads. Except for safety projects that address all public roads, the highway improvements contained in this plan focus only on the 8,269 miles (13,230 km) of this system administered and maintained by the MDOT. Of those miles for which the State is responsible, 3,992 miles (6,271 km) have been identified as being in need of reconstruction or other improvements, to bring them up to modern safety standards and adequate structural capacity. These miles are referred to as the reconstruction "backlog." The estimated cost to improve these miles of highway exceeds 1.4 billion dollars.

The following table summarizes this backlog by roadway functional classification, MDOT Division, and area type. As shown in the table, 3,725 of the 3,992 miles of total statewide backlog is associated with Maine's rural highways, with the remaining 267 miles located within the State's urban and compact areas.

The highway and bridge projects being addressed by this plan are summarized in Appendix A. These projects were selected with the assistance of the RTACs and RPCs, based on a comprehensive project evaluation process that considered both regional and statewide issues. The RTACs scored and ranked each candidate project according to a variety of factors significant to the region. The MDOT received those recommendations and factored in issues of statewide importance. The projects contained in this plan reflect the priorities of both the RTACs and the MDOT. Upon the completion of the public meetings on this draft plan, decisions were made as to which projects were included in the final plan.

This Six-Year Plan conforms with the following highway improvement objectives:

- All deficient rural, principal and minor arterials will be addressed within ten years.
- All deficient rural major collectors will be addressed within twenty years.
- Deficient minor collectors will be addressed in partnership with those municipalities raising the required one-third match.
- The Pavement Preservation Program will be extended to all arterials built to standard.
- Built-to-standard rural major collectors will be reclaimed once every thirty to forty years in concert with major collector corridor improvements.

Highway Reconstruction Backlog Mileage and Estimated Cost By Maintenance and Operations Division

Division	Area Type	NHS/Principal Arterial Miles	NHS/Principal Arterial Cost ($M)	NHS/Principal Arterial %	Minor Arterial Miles	Minor Arterial Cost ($M)	Minor Arterial %	Major Collector Miles	Major Collector Cost ($M)	Major Collector %	Minor Collector Miles	Minor Collector Cost ($M)	Minor Collector %	Total Miles	Total Cost ($M)	Total %
1	Urban	0.0	0.0	0.0	1.4	1.6	0.5	10.6	8.2	0.6	0.0	0.0	0.0	12.0	9.8	0.3
	Rural	15.5	12.3	13.3	29.8	17.3	11.1	145.1	31.0	7.5	203.7	39.9	12.1	394.0	100.5	9.9
2	Urban	1.7	2.9	1.5	0.0	0.0	0.0	1.7	1.9	0.1	0.0	0.0	0.0	3.4	4.8	0.1
	Rural	17.6	12.1	15.1	27.6	22.8	10.3	271.5	100.5	14.1	319.6	70.9	19.0	636.3	206.3	15.9
3	Urban	0.0	0.0	0.0	1.8	1.0	0.7	27.8	9.7	1.4	0.0	0.0	0.0	29.7	10.7	0.7
	Rural	0.00	0.0	0.0	40.2	26.4	15.0	256.8	70.3	13.4	261.9	63.1	15.5	558.9	159.8	14.0
4	Urban	0.0	0.0	0.0	0.5	0.3	0.2	19.8	12.9	1.0	0.0	0.0	0.0	20.3	13.1	0.5
	Rural	9.0	9.7	7.7	4.8	6.0	1.8	258.4	80.7	13.4	182.8	51.5	10.8	454.9	147.9	11.4
5	Urban	0.5	1.1	0.4	0.0	0.0	0.0	22.9	27.2	1.2	0.0	0.0	0.0	23.5	28.3	0.6
	Rural	13.9	14.1	12.0	0.5	1.1	0.2	231.9	108.0	12.1	301.8	47.1	17.9	548.2	169.6	13.7
6	Urban	6.1	4.9	5.2	33.8	32.3	12.6	75.6	63.0	3.9	0.0	0.0	0.0	115.2	100.3	2.9
	Rural	13.5	9.7	11.6	40.7	31.4	15.2	248.1	113.0	12.9	219.7	42.6	13.0	521.9	192.1	13.1
7	Urban	1.1	1.2	0.9	26.9	24.6	10.0	35.1	21.0	1.8	0.0	0.0	0.0	63.0	47.3	1.6
	Rural	37.4	58.8	32.2	60.0	43.8	22.4	316.9	129.0	16.5	196.8	42.7	11.7	611.1	277.2	15.3
Statewide	Urban	9.4	10.1	8.1	64.4	59.8	24.0	193.5	143.9	10.1	0.0	0.0	0.0	267.0	214.2	6.7
	Rural	106.9	116.7	91.9	203.6	148.8	76.0	1728.7	632.5	89.9	1686.2	357.7	100.0	3725.3	1253.3	93.3
Backlog Total		**116.3**	**$126.8**	**100**	**268.0**	**$208.6**	**100**	**1922.2**	**$776.4**	**100.0**	**1686.2**	**$357.7**	**100.0**	**3992.3**	**$1,467.5**	**100.0**
System Total		**1236.0**			**1318.0**			**3488.0**			**2227.0**			**8269.0**		

Six-Year Plan Summary
of
Proposed Highway Reconstruction Mileage
By Division and Highway Classification

	DIVISION							
HIGHWAY RECONSTRUCTION	1	2	3	4	5	6	7	TOTAL
NHS/Principal Arterial	12.94	17.83	0.00	5.60	8.30	15.49	22.86	83.02
Minor Arterials	17.48	12.00	21.44	2.20	0.00	9.30	29.22	91.64
Major Collectors	47.80	87.83	80.58	76.98	71.27	73.93	87.15	525.54
Subtotal	78.22	117.66	102.02	84.78	79.57	98.72	139.23	700.20

ARTERIAL HIGHWAY PROGRAM

Rural Arterials

Of the 8,269 miles (13,230 km) of roadways administered and maintained by the MDOT, approximately 2,554 miles (4,086 km) are classified as principal and minor arterial roadways. In May, 2000, the 119th Legislature enacted a law requiring MDOT to present biennial budgets that will result in improvement of the rural arterial highway system to modern design standards within 10 years.

The commitment to eliminate the existing backlog of rural arterial reconstruction needs over the next ten years represents the most ambitious highway program undertaken by MDOT in recent years. Under this program, approximately 30 miles of rural arterial highway will be improved in each of the six years of this plan as compared to the 21 miles per year contained in the FY 2000-2001 BTIP. The percentage of the funding distributed to each of the State's seven Divisions is based approximately upon the percentage of the overall arterial backlog in that region.

Urban Arterials

In addition, this plan contains a number of projects addressing improvements to Maine's urban arterial highway system. Consistent with the Rural Arterial and Major Collector Programs, the projects listed in Appendix C are candidate urban arterial "backlog" projects that will be considered for funding as the MDOT develops its next and subsequent BTIPs.

REGIONAL HIGHWAY PROGRAM

While these projects address backlog needs only, it is recognized that urban highway needs tend to focus more on capacity, operational, and safety improvements than on rebuilding structurally and geometrically deficient highways. Such projects, although not identified in this plan, will be included in the MDOT's capital programs to the extent that funding is available. In addition, the urban arterial backlog candidates will continue to be evaluated for each subsequent Six-Year Plan. Their inclusion into future Six-Year plans will be based upon their cost-effectiveness in terms of addressing their respective capacity, operational, and safety deficiencies, and the public support received.

Major Collector Program

Of the 8,269 miles (13,307 km) of roadways administered and maintained by the MDOT, approximately 3,488 miles (5,561 km) are classified as major collector roadways. Approximately 1,922 (3093 km) miles of this system have been identified as substandard and in need of improvement. The goal of this program is to address this backlog over a twenty year period, which equates to approximately 86 miles of improvement per year. This represents a significant program increase, in contrast to the 18 miles of improvements per year addressed in the FY 1998-1999 BTIP and the 50 miles per year contained in the FY 2000-2001 BTIP.

The anticipated fiscal constraints over the next six years will limit the program to approximately 50 miles per year, which is consistent with the amount of major collector projects in the FY 2000-2001 BTIP. Therefore, only 300 out of 500 backlog miles will be completed during this six-year cycle. This listing of projects in excess of what can be delivered will allow more flexibility for the MDOT to match construction projects with paving projects within specific corridors. In addition, broader listing assists MDOT in delivering a geographically balanced program within each region.

The listing of approximately 500 backlog miles is consistent with MDOT's goal to eliminate all major collector backlog over the next twenty years. This will be achieved over the twenty year time frame by emphasizing our financial resources on the Major Collector Corridor Program once the legislatively mandated arterial program has been completed in the next ten years.

In a departure from the past Six-Year Plan, improvements to the major collector system are being developed on a corridor basis rather than a project-by-project basis. This corridor based approach will provide a more cost effective means of achieving the improvements for this roadway system as well as facilitate the removal of seasonal road postings over an entire corridor. With few exceptions, the listings within the document

reflect this corridor based approach. The funding to be allocated per Division for the Six-Year Plan is based upon the proportion of backlog in that Division.

Once these major collector corridors are improved, it is vital that they be properly managed to preserve the integrity of the roadway system and pavement structure over time. In response, a pavement preservation strategy has been developed, which, if funded, will maintain the serviceability of the improved corridors for over 30 years, at which time roadway rehabilitation and reconstruction will be necessary once again. The table below outlines this strategy.

Treatment	**Anticipated Life of Improvement**
▪ Reconstruction of existing backlog to major collector standard ▪ Pavement preservation treatment for deficient pavement on non-backlog sections on corridor	10 to 12 Years
▪ Pavement preservation - Light resurfacing (2nd treatment)	8 to 10 Years
▪ Pavement preservation - Light resurfacing (3rd treatment)	8 to 10 Years
Total Treatment Life Cycle	26 to 32 Years
▪ REPEAT CYCLE - Roadway Rehabilitation	

The restructuring of the major collector program as outlined above has resulted in the elimination of some individual projects that were identified in the 2000-2005 Six-Year Plan. In many cases, the projects listed in the 2000-2005 Six-Year Plan comprised one element of a corridor listed in this Plan. However, in a limited number of cases, projects listed in the 2000-2005 plan are not carried into the 2002-2007 Six-Year Plan. These projects were as follows:

Division	Municipality	ID No.	Route/Roadway
2	Blue Hill	657	172
2	Blue Hill	659	172
2	Ellsworth	636	172
2	Franklin	743	182
3	Orono	1228	Stillwater Ave
3	Garland to Dexter	1026	94
3	Greenville	1005	Lily Bay Road
4	Athens	889	150
4	Benton	1118	Albion Road
4	Monmouth	968	132
4	Palmyra	877	151
4	Winslow	1124	Benton Avenue
5	Arrowsic/Georgetown	15	127
5	Dresden	13	127/197
5	Richmond	10	24/197
5	Richmond	1359	197
5	South Bristol	43 & 82	129
5	Stockton Springs	90	Main Street
6	Cumberland/North Yarmouth	516	9
6	Sebago/Naples	408	11/114
6	Standish	404	11
6	Standish	405	11/113
6	York	578	1A
7	Lovell	230	5

Minor Collector Program

There are over 2200 miles (3540 km) of minor collector highways spread across Maine through almost 400 municipalities. Nationally, only 25% of minor collectors fall under state DOT jurisdiction, compared to 100% in Maine. However, municipalities in Maine do share maintenance responsibilities with the State for these roads and major repairs require a one-third match from the municipality. The Rural Road Initiative, enacted by the Legislature in 1999, removed entirely any municipal capital responsibility for major collector highways, effectively relieving

towns of $90 million in match requirement. , Municipal cost sharing for capital work on minor collector highways was retained. b In addition to addressing minor collector highway reconstruction, the Rural Road Initiative also:

- Increased funding for municipal road assistance by $3.5 million per year;
- Created an indexing mechanism for automatic growth in municipal road assistance in the future;
- Raised $21.75 million for investments in major collector highway corridors in the FY 2000-2001 BTIP with no municipal match requirements, thereby saving towns $5M in that biennium alone; and
- Waived Collector Road Development Award matches for planned or executed major collector projects, amounting to tens of thousands of dollars of savings for certain towns.

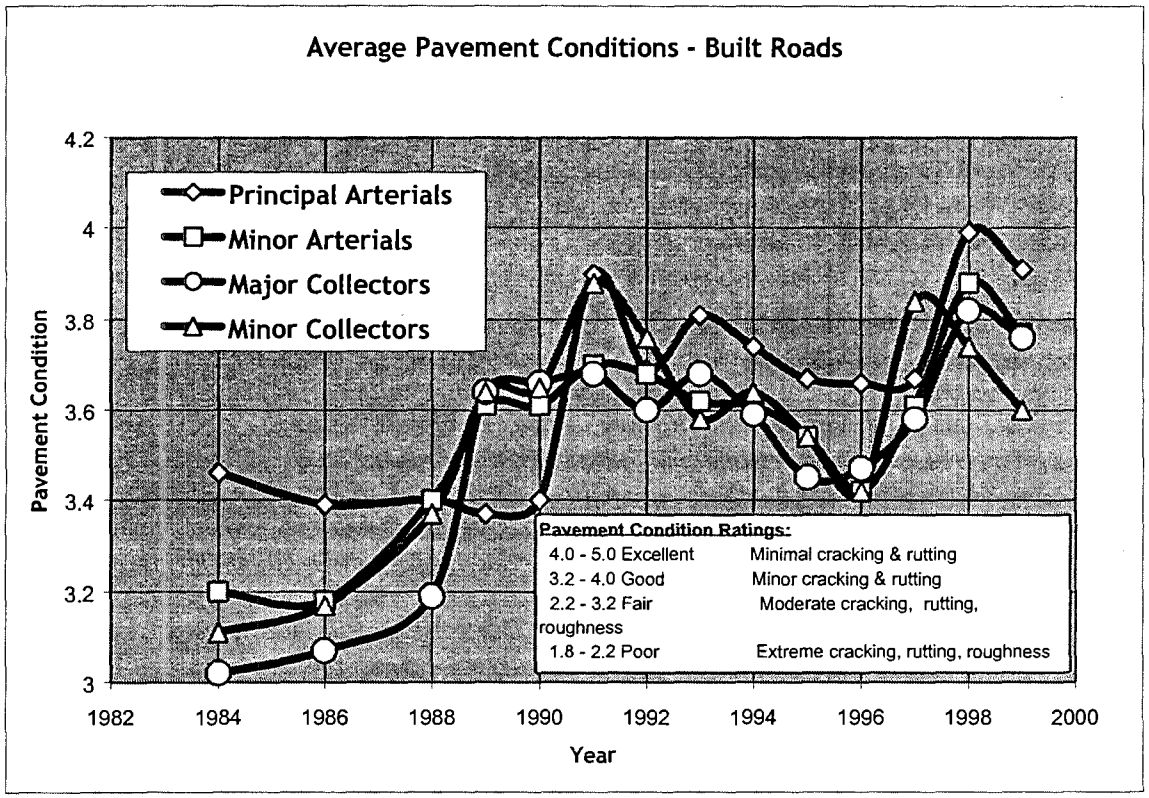
The Rural Road Initiative created a new framework for State-Aid minor collector reconstruction. A one-third local match is required. If a municipality has the expertise, there is an option for local administration of a project, which may be desirable in terms of having more ability to manage project costs locally.

In 2000, about 40 municipalities committed approximately $17 million to form the first group of towns scheduled to participate in minor collector reconstruction. Virtually every town that expressed an interest in participating in the program will be approved for a project provided they raise the local share. Towns with either no response or a negative response will receive only normal MDOT maintenance activities. Those municipalities that indicated an interest in road projects within a six-year period are included in this Six-Year Plan.

To initiate this new Program, the MDOT has developed a set of minor collector road standards, a State/local agreement, and a set of goals and objectives. The Assistant Division Engineer in each of the seven Division offices is working directly with interested municipalities to determine project scope and cost, based on a municipality's need and its available resources.

Highway Preservation Program

Fifty three percent of the network of State maintained highways currently meet modern standards or have recently been funded for improvements. This amounts to 4276 miles (6882 km) of principal arterial, minor arterial, major collector, and minor collector highways. These highways represent a significant investment and would cost nearly 3 billion dollars to replace today. The MDOT's policy is to properly maintain these highways and to protect this investment to the extent possible within existing budget constraints. As a result of this policy, the average condition of Maine's highways has steadily improved over the past 15 years as indicated in the following chart.



Over the next six years, it is estimated that the cost to preserve the State's principal arterials, minor arterials, and major collectors will average $107 million per biennium. Resurfacing of minor collector roads will be accomplished through the MDOT's ongoing maintenance. The resurfacing program is not part of the Six Year Plan. MDOT completed approximately 460 and 469 miles of pavement preservation as part of the last two BTIPs, respectively. It is projected that the pavement preservation program will involve roughly comparable mileage in future bienniums.

Pavement preservation needs and projects are developed through the MDOT's ongoing Pavement Management Program. Variations in traffic and environmental factors affect the rate of pavement deterioration. Therefore, it is not practical to identify pavement preservation projects in the context of a Six-Year Plan. Projects are identified within each BTIP cycle based on the severity of roadway and pavement conditions at the time the BTIP is developed. For this reason, this plan does not identify specific locations of pavement preservation projects.

Strut Replacement Program

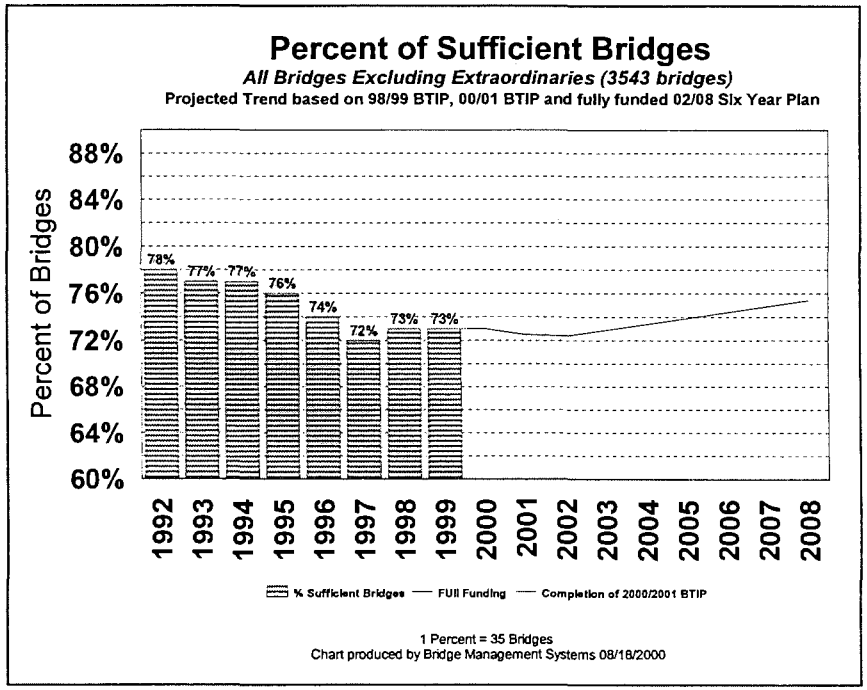
The term "strut" applies to a culvert type drainage structure that generally has a diameter greater than five feet, but in all cases less than ten feet. Spans in excess of ten feet in diameter qualify as a bridge under State law. Historically, it has been difficult to address improvement needs of the 5-10 foot diameter culverts with respect to existing funding sources. They are too costly to replace under normal maintenance functions and the scope of work is too small to qualify for traditional bridge funding mechanisms. They have not been included in MDOT's bridge inspection program and generally have been replaced only when included as a part of a highway reconstruction project or when structural failure has begun. As a result, the backlog of deficient strut type drainage structures is growing and is a concern to the MDOT.

In 1999, a comprehensive inventory and field inspection of these drainage structures was conducted that identified 298 struts that were considered to be deficient with an associated replacement cost of over $19 million. Of the 298 deficient struts, 87 were found to be in very poor or critical condition.

This Six-Year Plan proposes establishing a budget of $3.36 million per biennium to replace all "critical," "very poor," "poor," and "marginally poor" struts on non-backlog arterial highways and all minor collector highways. This program assumes that backlog arterial and major collector struts will be addressed through the arterial and major collector highway construction programs. This level of investment will result in the replacment of all critical and very poor struts by the end of the FY 2004-2005 biennium and of all the poor and marginally poor struts by the end of the FY 2010-2011 biennium.

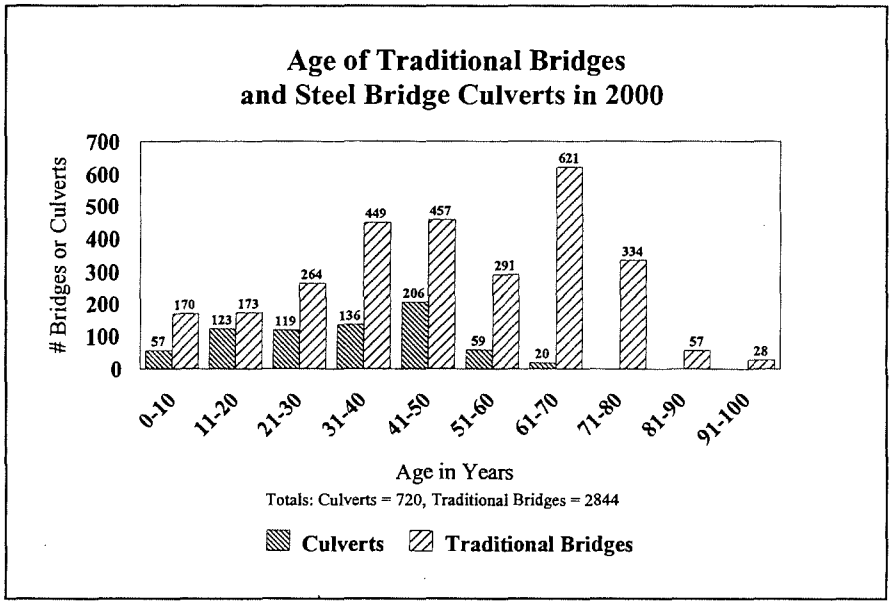
BRIDGE REHABILITATION & REPLACEMENT

Currently there are 3,564 public highway bridges in Maine having a clear span length of at least 10 feet (3.05 m). In the past six years, funding for bridge capital improvements has not kept pace with a growing backlog of deficiencies. Past programmed amounts for all bridges, except extraordinary bridges, were $23 million per year in the 1996/97 BTIP (as it had been for the prior decade); $29.6 million per year in the 1998/99 BTIP; and $26 million per year in the 2000/01 BTIP. The effect on network performance can be seen in the "Percent of Sufficient Bridges" chart. In 1992, 78% of the bridges were structurally and functionally sufficient, i.e., they needed no improvements in the next 10 years except for the possibility of paint or wearing surface work. The chart also indicates that the pre-1995 funding levels could keep up with improvement needs at that time. Although funding has increased since 1996, the network conditions continue to deteriorate, albeit at a slower rate. However, funding levels are still below the levels needed to turn around this trend. This "peak" in the needs can also be seen in the "Age of Traditional Bridges and Steel Culverts in 2000" chart.



A large number of steel bridge culverts are approaching or have exceeded their normal service life of 50 years. This number has increased over the last four years. The trend is unfortunately similar for traditional bridges that have a normal service life of 70 years, assuming an adequate level of maintenance and rehabilitation. By the year 2010, if no traditional bridges are replaced approximately 37

percent of Maine's 2,844 bridges will be over 70 years old. Similarly, over 40 percent of Maine's 720 steel bridge culverts will exceed their normal service life of 50 years by the year 2010.



The accelerated growth in bridge improvement needs that the State is facing can be attributed to the post-Depression building boom in the 1930's and to the Interstate System construction in the 1950's and 1960's. Bridges built in the 1930's are now ready for full replacement. Interstate bridges are generally due for replacement of their original concrete decks, as well as paint and wearing surface replacements. Interstate System bridges represent a sizable infrastructure investment on behalf of the federal and State government. Maintaining that investment and facilitating the flow of commerce has a large impact on the State and local economies.

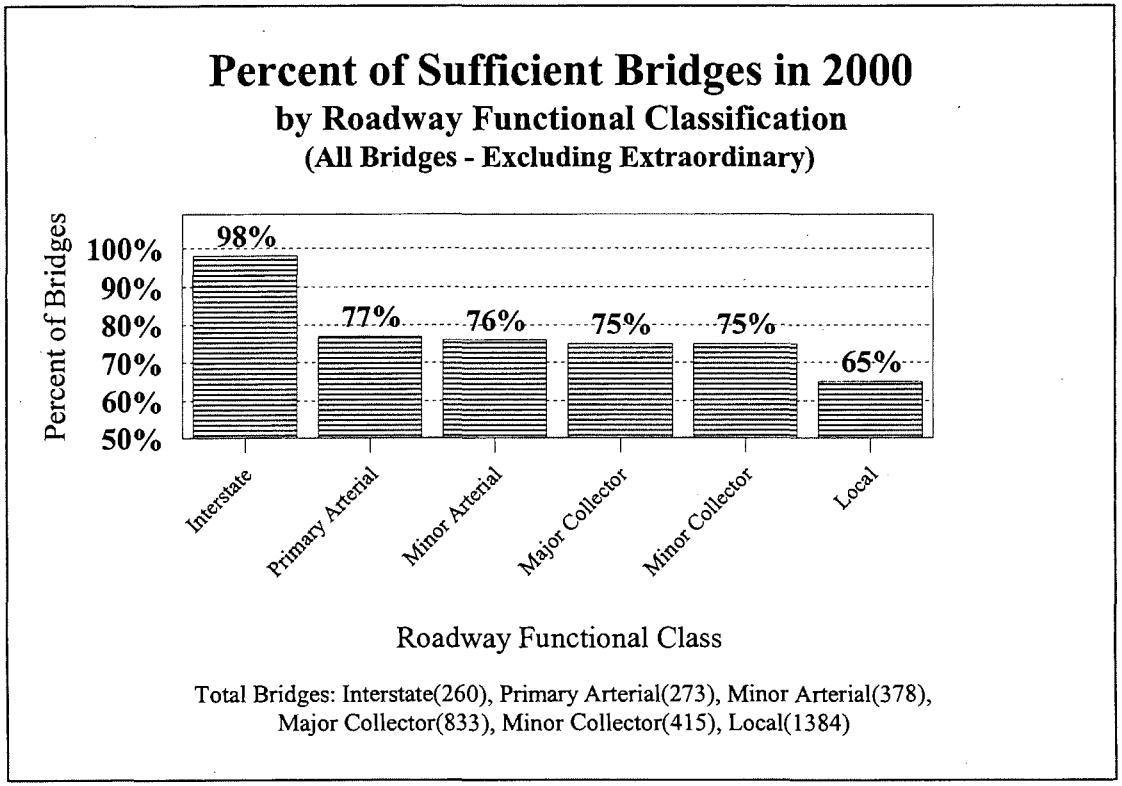
This "peak" period of needs will continue for the next decade. Beginning now to address those needs is the best way to manage long term network performance and to smooth the peak in predicted expenditures. One objective is to work towards a uniform age distribution for bridges. However, uniform distribution is merely an indicator of the progress made in the replacement of bridges and should not obscure the MDOT's prime objective of maintaining, or slightly improving, the current quality of the bridge network through this period. Once past the "peak" period, network conditions should return to the 1988-1993 benchmark level as established in the MDOT's *1998/99 Bridge Needs Study.*

Each bridge in Maine is inspected every two years and the various components of the bridge are rated according to the National Bridge Inventory standards. From this data, estimates are made of the current "backlog" of structurally deficient bridges. Analysis indicates that the 20-year management strategy to control the "backlog" will be met by funding the individual bridge needs in the Six-Year Plan. Over the next 6 years, the recommended average annual bridge investment is approximately $37 million per year, plus an additional $16 million per year for existing extraordinary bridges.

The "Percent of Sufficient Bridges" chart (previous page) provides a good picture of the network performance over time. It tracks the number of structurally and functionally sufficient bridges, i.e., bridges with a Federal Sufficiency Rating greater than or equal to 60, from 1992 to the present, as well as eight years into the future. The chart shows that State and local bridges have deteriorated from 78% sufficient in 1992 to 73% today. The projected trend for 2000, 2001, and 2002 assumes the completion of the 1998/99 and 2000/01 BTIP's. These investments will result in a 1% decrease in the number of bridges considered sufficient. This downward trend will be reversed if the bridge improvements listed in the

Six-Year Plan are fully funded and completed. This represents an average annual investment of $37 million in State and local bridge improvements and will result in an overall improvement in the entire network of bridges.

The "Percent of Sufficient Bridge in 2000" chart shows the percentage of sufficient bridges in each functional classification of roadway. The chart shows that deteriorated bridges are much more prevalent on local roads. Within that group, locally maintained bridges are in considerably worse condition than State maintained local bridges.



The bridges listed in Appendix A of the Six-Year Plan were selected using the methodology developed for the MDOT's Bridge Management System. Using standardized inspection ratings and inventory data, improvement alternatives for all 3,564 public highway bridges were evaluated for the greatest return on investment. Combining public requests with bridges exhibiting high benefit to the public, the list was narrowed down to about 800 bridges. Each of these bridges was then individually evaluated by a team of bridge engineers, environmental experts, and right-of-way professionals. The team selected the preferred improvement alternative for each bridge, including the scope of work, the priority, and the estimated cost. Considering anticipated funding levels and priorities, 366 of the 800 bridges were judged to require capital improvements within the next six years.

EXTRAORDINARY BRIDGES

Extraordinary bridges are generally structures with a length of 250 feet (76.2 m) or more and have an improvement cost equal to or exceeding $5 million. Maine has about 16 extraordinary bridges requiring some type of major capital improvement within the next 20 years. The "Extraordinary Bridge Needs" chart identifies $230 million of need. By funding the six-year capital improvements and maintenance at recommended levels, the MDOT can work with greater efficiency to extend service life of the State's Extraordinary Bridges.

Extraordinary Bridge Needs

		Age		Previous Funding	Remaining Need
Town	Name	Years	Scope	$ Millions	$ Millions
Augusta	Memorial	51	Improvement	5.0	13
Bath-Woolwich	Carlton Bridge	74	Rehabilitation	12.6	24
Bath	West Approach	42	Improvement	0	15
Brunswick-Topsham	Frank J. Wood	69	Improvement	0	9
Caribou	Aroostook River	48	Improvement	0	10
Deer Isle-Sedgwick	Deer Isle Sedgwick	61	Improvement	0	57
Fairfield-Benton	Kennebec River	66	Replacement	4.3	10
Fort Kent-New Brunswick	International	71	Improvement	0	4*
Howland	Penobscot River	54	Improvement	0	10
Howland	Piscataquis	72	Improvement	0	6
Jonesport-Beal	Beals Island	42	Improvement	0.1	13
Kittery-Portsmouth	Memorial Bridge	79	Rehabilitation	0	10*
Norrigewock	Covered	72	Improvement	0.2	7
Portland-Falmouth	Martin Point	57	Improvement	0	9
Prospect-Verona	Waldo Hancock	69	Rehabilitation	7.6	15
Richmond-Dresden	Maine Kennebec	70	Improvement	0	12
	Average Age:	**62**	**Total Cost:**	**29.8**	**224**

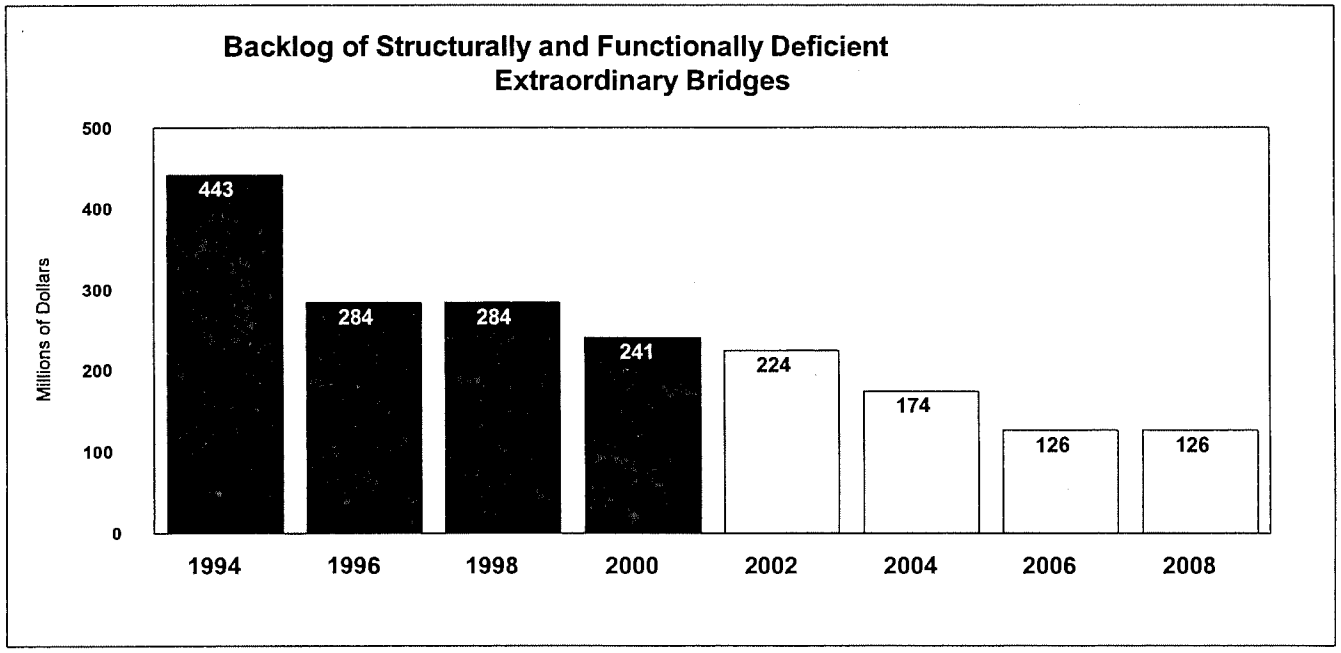
* Maine Share Only

Beginning in 2002, the costs shown are unfunded remaining needs associated with an already identified scope of work for those projects that have progressed through the public participation phase. Some of these projects have already been partially funded. In other cases, the scope of work is unknown, so the cost of full replacement is used to indicate maximum possible needs.

Significant progress has already been made in reducing the backlog of deficient extraordinary bridges. Continued improvements can be made with full recommended funding of the extraordinary bridges listed in Appendix A

LOCAL BRIDGES

This Six-Year Plan document identifies local bridge candidates that will be considered for future improvements. The MDOT will prepare priority lists from among these candidates, to be funded in the BTIP. Before inclusion in the BTIP, the MDOT will notify each affected municipality or county whose bridges are shown on the priority lists in order to determine their commitment to enter into a cost-sharing partnership on the project. The notification will include a scope of work and local cost sharing requirements. To account for the fact that not all municipalities will elect to cost-share with the State in this program, there is approximately 10 percent more local bridges identified in this Plan than can reasonably be expected to be funded during the six years represented by this Plan.



The Six-Year Plan includes over 180 local bridges, out of 366 total bridges in Six-Year Plan. The local bridge investment needs are about 30% of the total six year investment dollar needs for all of Maine's bridges, excluding Extraordinary Bridges.

PASSENGER TRANSPORTATION PLAN

MDOT's Office of Passenger Transportation (OPT) Six Year-Plan elements include the initial investments necessary to systematically improve passenger transportation as envisioned in *Explore Maine*, the MDOT's plan to develop an integrated network of passenger transportation services, as well as making necessary infrastructure investments needed to provide safe and efficient passenger transportation. Additional planning studies and new initiatives will serve to guide the OPT in development of an integrated, intermodal transportation system. They are:

Existing Plans	New Initiatives
Maine State Aviation Systems Plan provides guidance for airport development statewide	Transit Study to identify opportunities to enhance transit delivery in Maine
Maine State Ferry Service Strategic Plan guides ferry service operations	Innovative Financing
Fixed Route and Demand Response Transit Services Plans	Intermodal Facilities Development in Auburn, Bangor, and Trenton.
Bicycle and Pedestrian Plans	Feasibility Study for passenger rail service between Bangor and Trenton
Northern New England Passenger Rail Authority Strategic Plan to facilitate establishment of AMTRAK passenger rail service in Maine	
Transportation Demand Management For Mount Desert Island (Acadia National Park) to implement the goals of the Island's newly developed transportation plan	
Marine Highway Waterfront Assessment to identify interim shore side infrastructure investment needs for the Marine Highway	

AIR TRANSPORTATION

Airport Improvements

This portion of the Six-Year Plan primarily discusses the larger airport improvement projects that utilize matching funds from the Federal Aviation Administration. Smaller projects are handled on an ongoing basis utilizing State and local funds through the Airport Pavement Preservation, Airport Obstruction Removal, and Vegetation Management programs. From time to time smaller projects are also conducted for minor repairs or upgrades to airport pavements and aerial navigation systems.

Candidate airport projects are rated utilizing a series of factors including project category and type, number of based aircraft, economic development potential, emergency access requirements, eligibility for federal funding, community commitment, intermodal connectivity, and airport inspection ratings.

Airport Pavement Preservation Program

It is anticipated that $1.8 Million will be needed to support airport pavement preservation projects for the Six-Year Plan. Identification of airport pavement preservation needs has been integrated into the MDOT's ongoing Pavement Management Program, and an airport Pavement Condition Index (PCI) has been assigned to each of the municipal, county, or State owned runways in the State. Airports are divided into two categories: those that provide scheduled commercial service (Commercial Airports) and those that do not (General Aviation Airports). The MDOT's goal is to have the average PCI of the commercial service runways above 75 with no runways below 65. For General Aviation airports the goal is an average PCI above 70 with no runways below 55.

Airport Obstruction Removal Program

The MDOT anticipates investing $600,000 in this Six-Year Plan to identify and remove approach obstructions at airports throughout the State. This program is necessary to ensure clear approaches for use in global positioning satellite navigation.

Vegetation Management Program

The MDOT intends to spend $600,000 in this Six-Year Plan to establish vegetation management plans at airports across the State. This program will enable the airports to manage the vegetative obstructions surrounding their runways and help to ensure clear approaches.

Aviation Planning

The MDOT will continue efforts to support Maine's airports. These include the Maine State Aviation Systems Plan Update, Air Service Improvement Plan, Snow Removal Equipment Plan, master plan updates for individual airports, and support of commercial air service in Maine.

MARINE HIGHWAY

Sears Island

In 1997, the State acquired Sears Island to protect the Port of Searsport from encroachment by incompatible land uses and to land bank the island for potential marine transportation uses. More recently, the MDOT has committed to preparing a phased development plan for island trails. This development plan will include feasibility studies and environmental documentation required for permitting. Resultant projects for development of the island will be funded in subsequent BTIPs throughout and beyond this Six-Year cycle.

Facilities to Support Passenger Marine Services

The OPT is working with the communities of Portland, Bangor, Bath, Boothbay Harbor, Rockland, Eastport, and Bar Harbor to develop the shoreside facilities for various marine services including high speed ferries, water taxis, and cruise ships. This effort will include providing intermodal connectivity, wherever feasible.

FERRY SERVICE

The Maine State Ferry Service (MSFS) provides transportation to Islesboro, North Haven, Vinalhaven, Swan's Island, Matinicus, and Frenchboro. The system is owned, operated, and subsidized by the State of Maine and provides year-round service.

Vessel Rehabilitation

There are currently seven Maine State Ferry Service vessels providing scheduled service to island communities. Vessel condition ratings have been established for each vessel and a capital improvement schedule developed to improve vessel condition and prolong service life. Over the six year cycle reflected in this plan, this capital improvement/maintenance plan will continue to be funded in an effort to provide the best degree of service possible. Additionally, the ferry service is now adequately funded to support a strong preventive maintenance program.

Vessel Construction

The MDOT has begun design on a new vessel. Construction will depend upon the State receiving Ferry Boat Discretionary Funds, which are expected to be awarded in 2001, with construction the following year. The need for additional vessels also will be evaluated.

Ferry Facilities

The six island communities served by the MSFS have mainland connections at Bass Harbor, Lincolnville, and Rockland. Over the next six years, capital improvements, such as pier improvements, transfer bridge replacements or improvements, terminal building replacements, and parking improvements are planned for Rockland, Bass Harbor, Lincolnville, Islesboro, Swans Island, Matinicus, Vinalhaven, and Chebeague Island.

PARK & RIDE PROGRAM DEVELOPMENT

Program criteria developed by the MDOT will be incorporated into work plans for the Regional Planning Commissions, which will generate a list of potential park and ride locations for prioritization by the RTACs. The Office of Passenger Transportation will develop new park and ride lots as prioritized by each RTAC. The MDOT anticipates investing $300,000 in this Six-Year Plan.

PEDESTRIAN/BICYCLE TRANSPORTATION

Paved Shoulder Improvements for Bicyclists and Pedestrians

Many municipalities and bicyclists have requested paved shoulders on certain State highways to provide a safer space on the public roads for bicyclists and walkers. In the autumn of 1999, each RTAC formed its own Bicycle Subcommittee that was charged with the specific task of developing a Regional Bicycle Plan that would prioritize shoulder paving needs on the region's highways. In January, 2000, MDOT approved a new "Shoulder Surface Type Policy" that describes the criteria needed for a highway to receive a paved shoulder. This new policy, in conjunction with the Regional Bicycle Plan, will be used to determine future shoulder paving needs.

A statewide Bicycle Plan incorporating the Regional Bicylce Plans will be compiled by the MDOT in 2001. Since these various plans focus primarily on shoulder paving and improvements, specific projects will not be included in the Six-Year Plan or in the BTIP. Rather, paved shoulder improvement projects that have been identified in the State and regional plans will be incorporated into the overall design as highway improvement projects are developed. Paved shoulder improvements will be included in the highway improvement costs.

Municipal Bicycle/Pedestrian Projects

Federal Enhancement funds are made available to the State through the Transportation Equity Act for the Twenty First Century (TEA-21) for the improvement of bicycling and walking facilities. Typically funded projects include construction of new shared use paths, bike lane development, and trail feasibility studies. Municipalities are invited to apply for Enhancement funding every two years. Projects that meet the greatest needs will be selected for the BTIP.

Bicycle/Pedestrian Corridor Development

Certain corridors have been determined to have statewide significance for bicyclists and walkers and are thus included in this Six-Year Plan:

- Mountain Division Trail (Cumberland and Oxford Counties - approximately 40 miles (64 km) long)
- Downeast Trail (Hancock and Washington Counties - approximately 130 miles (210 km) long)
- Eastern Trail Development (Cumberland and York Counties - approximately 57 miles (92 km) long)
- East Coast Greenway is a proposed bicycling and walking path along the Atlantic Coast from Maine to Florida. Determination of the East Coast Greenway locations in Maine will likely result in future shoulder paving priorities and potential Enhancement projects.
- Mt. Desert Island Bicycle Plan. Recommendations from this plan will likely result in future shoulder paving priorities and potential Enhancement projects.

PASSENGER RAIL TRANSPORTATION

Portland to Boston Passenger Rail Service

Expansion of this service to Brunswick and Auburn is projected. In addition, the MDOT is proposing the extension of Amtrak service over the Union Branch to Forest Avenue in Portland, with connections to the St. Lawrence and Atlantic Rail Road.

Rockland Branch Rail Line

Funding for rail improvement and stations will be phased over several years. When completed, the Rockland Branch Rail Line will support passenger excursions and connectivity to the AMTRAK service between Brunswick and Boston and the marine highway along the coast of Maine. It will also improve freight service and provide potential connectivity for commuter rail service.

Calais Branch Rail Line

Conceptually, passenger rail service would link Bangor International Airport with a multi-modal facility at the Hancock County Regional Airport in Trenton. If deemed feasible, the environmental assessment, preliminary engineering, and construction will occur over the second and third biennium of this Six-Year Plan. Additionally, the Calais Branch Commission, which was established by the 119th Maine Legislature, is currently studying the feasibility of re-establishing freight service on the Calais Branch.

Northeast Regional Passenger Rail Plan

The MDOT will work with other northeast states, AMTRAK, USDOT, and others to identify strategies to provide regional rail connectivity.

TRANSIT

Eighteen transportation operators provide fixed route and demand response transit service throughout Maine with a combined fleet of 282 vans and buses. The MDOT, transit providers, and communities will need to make substantial investments in infrastructure and transit programs. In 1998, the Federal Transit Administration's TEA-21 Program began to provide apportioned amounts beginning with $3.5 million in 1998 to an anticipated $5.6 million in 2003. Continued funding at these levels is anticipated.

Capital funds required for the next six year period will be substantial. In order to maintain the above described fleet at an acceptable condition rating, as determined by Maine's public transportation management system, it is estimated that the level of capital investment needed will exceed $10 million during this six year cycle. The Federal Transit Administration has a discretionary program, entitled the Capital Bus Program, which provides capital assistance for rolling stock replacement and/or expansion of service. Historically, Maine has received approximately $3,000,000 every four or five years. Apportioned federal and State funds available to fund this demand total approximately $6 million. The MDOT will submit a discretionary grant request in 2000 to meet the unfunded need.

Public Transportation Needs Assessment

The MDOT is in the process of performing a needs assessment for possible redesign of the existing fixed route and demand response public transportation systems in Maine. This study will identify customer needs and make service recommendations. It will also identify opportunities to incorporate these traditional services into the new intermodal transportation system envisioned in *Explore Maine*.

Intermodal Connections and Local Access

The MDOT will investigate opportunities to provide shuttle services between intermodal terminals, hotels and other destinations by utilizing both existing transit services and private operators.

Mount Desert Island Transportation Demand Management

The MDOT is working with Acadia National Park, the Mount Desert Island League of Towns, Friends of Acadia, and federal and State agencies to reduce the use of private automobiles in Acadia National Park. Phase Three, now in the planning stage, will increase service frequency and capacity, extend the service season, and create a regional visitor center. In support of this initiative, the MDOT is currently conducting a corridor study for Routes 3 and 1A that will evaluate the effectiveness of alternative modes in moving people onto Mount Desert Island. Efforts to reduce congestion in Acadia National Park will be integrated into other OPT projects, such as the marine highway, Downeast Trail, Calais Branch rail improvements, and the Mount Desert Island Bicycle Plan.

Alternatively Fueled Fleets

The expansion of the natural gas pipelines into Maine will support alternatively fueled fleets. Contained in the TEA-21 legislation, are discretionary funding opportunities for the purchase of alternatively fueled motor vehicles and marine vessels for public transportation. The MDOT will take advantage of this funding opportunity, investigate potential applications for transit fleets statewide, and encourage providers to convert to alternative fuels.

INTERMODAL FACILITIES

Feasibility and siting studies will evaluate the potential for intermodal facilities in Auburn, Bangor, and Trenton. These facilities will provide connectivity between transit, air, rail, and marine services. They will also serve as park and ride lots. The Trenton facility also could house a Visitor Information Center for Acadia National Park.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

The MDOT will continue its collaborative efforts to develop and implement ITS to promote the use of passenger transportation. These efforts include the Tri-State Advanced Traveler Information Initiative, the field operational test for Mount Desert Island, Portland's ITS project and "smart" card automated payment systems.

FREIGHT TRANSPORTATION PLAN

MDOT's Office of Freight Transportation (OFT) was created in the mid-1990's to formulate policy, programs, and projects that use Maine's freight transportation network as a cohesive system. OFT's Six Year Plan update calls for the continued improvement of the network to create a more efficient and free-flowing multimodal freight system.

MOTOR TRANSPORTATION

Motor carriers have continued to increase their share as the predominant mode of freight transportation in Maine since the first Six-Year Plan. Over the next six years, MDOT will seek to address this trend by undertaking several motor carrier initiatives to improve the flow of motor carrier transportation.

HIGHWAY INITIATIVES

OFT is currently conducting a statewide heavy haul truck route study in order to more efficiently allocate limited resources for highway projects that improve the flow of freight transportation. This study will develop planning tools and models that allow MDOT to better prioritize truck projects on a statewide basis. The truck network will benefit from a number of improvement projects such as passing lanes, improved intersections, and better geometrics.

Fatigued commercial vehicle drivers are a safety concern, especially in light of increasing highway congestion. FHWA has documented that there is a shortage of rest stops nationally, including Maine. OFT is addressing this issue through the development of a Commercial Vehicle Service Plan. This plan will determine where new commercial vehicle rest areas are needed and will investigate ways to build and maintain rest areas through innovative public-private partnerships. OFT, which oversees the Maine Vehicle Size and Weight Enforcement Plan, will leverage funds to build additional truck weigh areas for better enforcement of commercial vehicle weight and safety laws.

Commercial Vehicle Policy and Research Initiatives

OFT is involved with a number of State, regional and national groups that deal with motor carrier policy issues. A current project of the working group involves the consolidation of Maine motor carrier databases into a relational database for motor carrier enforcement (UMCAMS). As part of the group's goals, OFT will work to modernize the current Kittery weigh areas into fully automated facilities that allow for automated vehicle clearance.

OFT is helping to fund the MDOT Traffic Division's installation and collection of data from weigh-in-motion (WIM) devices on key Maine roads. This data will be used to conduct the federally mandated study on the effects of the Maine Turnpike weight limits exemption. OFT is also involved in a study to develop a model to help determine commercial vehicle crash rates by vehicle type more accurately.

Training, Education, Information and Operations Initiatives

Lastly, OFT is exploring ways to make greater use of e-commerce and ITS technology in the efficient movement of commercial vehicles throughout Maine. This could include Web links on current road restrictions for over dimensional vehicles, freight logistics information, and the location of truck rest areas.

FREIGHT RAIL TRANSPORTATION

The State of Maine is served by six private railroads operating over 1,100 miles of track traversing most metropolitan and many rural areas of the State. In recent years, there has been a major effort by MDOT to invest in and improve rail infrastructure. This trend is expected to continue over the next six years through a number of initiatives. The State and the regional railroads evenly split the cost of capital improvement projects.

Among the major initiatives planned is the rehabilitation of the Bangor and Aroostook Railroad track from Caribou to Limestone, and the construction of approximately one mile of new track to provide rail transportation to a new wood products manufacturing facility to be constructed at the former Loring Air Base. Through calendar year 2000, OFT awarded grants for 16 construction/rehabilitation projects on railroads under the Industrial Rail Access Program (IRAP). Total project funding under the 50/50 cost sharing program equaled $4.4 Million, with the MDOT share being a combination of general fund bonds and federal Congestion Mitigation Air Quality (CMAQ) funds. OFT will be seeking additional funds to continue this program in the next six years.

In general, the freight transportation sector struggles with the problem of being unable to move backhaul commodities into Maine. Equipment availability and transportation costs associated with moving empty equipment back into the State is a significant problem that will be studied and acted upon over the next six years.

St. Lawrence & Atlantic Railroad has double stack clearance from their Auburn facility to Vancouver, BC. Bangor and Aroostook Railroad has double stack clearance from Brownville to Montreal, PQ. The Guilford rail line from Waterville to the New Hampshire border has seven bridges with substandard clearances for double stack trains. Elimination of these deficient clearances as bridges are replaced is a goal of the OFT. The OFT will be working to improve track conditions and service to shippers on the Rockland Branch and Lower Road rail lines. The OFT will also be working to reestablish freight service on the Calais Branch. The OFT will support the intermodal facility needs of Waterville, Auburn, and Presque Isle as traffic levels demand. Finally, the OFT will research and support emerging rail technologies which show efficiency potential.

PORT AND MARINE TRANSPORTATION

Maine continues to pursue the three-port strategy that was developed 20 years ago. During this time frame, the ports of Eastport, Searsport, and Portland have shown steady, consistent growth.

Cargo Port and Small Harbor Initiatives

Over the next six years, the Breakwater Terminal in Eastport will be reconfigured to serve the growing cruise ship market and efforts will be undertaken to develop new markets for cargo through the Estes Head terminal. Part of this effort will include the restoration of rail service between Brewer and Calais.

In Searsport, the OFT will work in cooperation with the Maine Port Authority and its private sector partners on master planning to address the long term goals of the new dry cargo pier to be constructed at Mack Point. In Portland, the transition of the BIW Ship Repair Facility into a modern passenger terminal will influence the port's ability to attract more cruise ship business. The International Marine Terminal in Portland will be upgraded to meet its cargo growth needs and an assessment of the remaining waterfront facilities and dredging needs will be completed. The OFT will also review needs in order to develop the appropriate infrastructure for cruise ship and international ferry facilities in Bar Harbor. Due to significant backlog, the OFT is supporting a third round of funding for the Small Harbor Improvement Program (SHIP III) to facilitate development of coastal infrastructure for commercial fishing, recreation, and tourism. A modest program to address land-side infrastructure needs at waterfront facilities is also envisioned over the next six years. Lastly, OFT will develop reuse plans for other regional marine facilities based on need.

Maine Port Authority

In addition to the Master Planning work with the OFT in Searsport, as noted above, the Authority will work to consolidate oversight of state-owned marine terminals and key rail properties to enhance opportunity for development of new commerce. The Authority's efforts will be focused on property management of projects that improve the free flow of passengers and goods along the coastal waterways and associated intermodal facilities. The Authority is expected to be a major supplemental financing unit for the MDOT during the 6-year period.

Dredging and Pilotage Initiatives

With the Maine Pilotage Commission now under the administration of the OFT, new statutes have been enacted by the legislature and new rules and regulations are forthcoming. The OFT will also guide the development of a Statewide Dredge Management Action Plan to identify the needs and methods by which the State, with the assistance of the Army Corps of Engineers will meet the requirements to keep its marine highways safe and efficient, while insuring protection for fisheries and other resources. Federal projects anticipated to be completed in the next six years include the Union River, Narraguagus River, Penobscot River, St. George River, and harbors and channels in Belfast, Camden, Rockland, and Kennebunk. Studies will also be conducted on the need for deepening Federal channels in Portland and Searsport.

AIR FREIGHT TRANSPORTATION

Air freight in Maine moves primarily through the Portland International Jetport and the Bangor International Airport. These airports can expect growing air cargo demands by Maine shippers. The Auburn and Waterville airports have been designated as regional economic development airports, along with twelve other airports around the State, that have the opportunity to serve as air freight hubs. OFT plans to assist with mapping and marketing these regional facilities. OFT will also conduct warehouse planning and construction at key airport locations to promote enhanced air freight services for Maine businesses. The OFT will also conduct a land use study on the impact of local zoning on small package deliveries.

OTHER FREIGHT INITIATIVES

Border Crossing Improvements and Issues

The OFT is continuing studies of possible improvements at Maine's border crossings with Canada. The OFT is negotiating for the installation of Intelligent Transportation System / Commercial Vehicle Operation (ITS/CVO) equipment at Maine's Canadian border crossings to help improve the flow of transportation and provide better commercial vehicle enforcement. The OFT will also continue to work with other New England States' DOTs and Canadian provincial Ministries of Transportation on coordinated transportation corridors.

Statewide Programs

The OFT will work to develop e-commerce connections that will assist businesses in identifying cost effective ways to transport products in the international marketplace. The OFT will continue to work with the Maine International Trade Center on developing economic opportunities through trade missions to and from Maine. It will also continue biennial updates of the Integrated Freight Plan.

SYSTEM MANAGEMENT PROGRAMS

MOBILITY

Feasibility Studies

The MDOT's *20-Year Transportation Plan* identifies several transportation corridors where facilities are inadequate to meet existing and future transportation needs. Travel forecasts indicate that traffic congestion will grow in existing congested highway corridors and will spread to other corridors. At the same time, in areas like Aroostook County, economic growth and vitality are threatened by inadequate transportation access to markets across the State and beyond its borders. To respond to these challenges of traffic congestion and economic growth, the MDOT seeks feasible strategies to address statewide and regional mobility needs. The analyses performed by the MDOT's Bureau of Plannng has taken into consideration the recently published report, *A Technical Report On An East-West Highway In Maine* (September 1999), which advocates the continued upgrade of the existing transportation system.

The MDOT identifies feasible strategies, and ultimately, projects for future funding, by conducting major studies that are focused on specific needs in specific corridors or geographic areas. These major feasibility studies, conducted in accordance with the requirements of Maine's Sensible Transportation Policy Act (STPA), the National Environmental Policy Act (NEPA), and other State and national laws, and in consideration of local land use plans and policies, typically involve complex transportation and environmental issues.

This Six-Year Plan proposes the initiation of additional major feasibility studies, for areas identified as congested or inefficient, to further address the needs identified in the 20-Year Transportation Plan.

Ellsworth Corridor

The Ellsworth area is a highly congested urban area, particularly during the summer tourist season. Some transportation improvements have been identified to relieve traffic congestion in the short term, but long-term solutions along existing highway routes have not been found. The purpose of this study is to identify feasible long-term solutions to growing traffic congestion in Ellsworth and on Route 1, Route 1A, and Route 3 approaches to the city.

North Scarborough Corridor

East-West mobility between Greater Portland's western suburbs and the business districts of Portland and South Portland is difficult in the congested corridors of Routes 22 and 114 which pass through the area known as North Scarborough. The purpose of this study would be to

draw upon the findings of recent planning studies and to complete the preliminary engineering and environmental studies to identify a preferred long-term solution to improve mobility from South Gorham through North Scarborough, to the vicinity of Maine Turnpike Exit 7 in South Portland.

Sanford Area Transportation

The Town of Sanford is one of Maine's largest and fastest growing municipalities. The purpose of the Sanford Area Transportation Study would be to identify feasible long-term actions that would address growing traffic congestion and safety problems.

Trenton Corridor

The Route 3 corridor in Trenton is the gateway to Mount Desert Island and Acadia National Park. Lack of access management and of focus areas for growth has led to increasing commercial strip development along Route 3. The purpose of this study would be to develop, in cooperation with the Town, a coordinated transportation and land use development plan for the corridor.

Interstate Interchange Program

Several communities have expressed interest in improving existing Interstate interchanges. In response to these requests, MDOT has developed a program to identify and evaluate all deficient interchanges throughout the State. The evaluation of all of the interchanges together will result in the effective prioritization and eventual funding of projects for this specific type of mobility improvement. Interchanges that are currently under evaluation for this improvement program include the Forest Avenue and Franklin Street interchanges with I-295 in Portland and Western Avenue and the Konica Ramp with I-295 in South Portland. Other interchanges throughout the State are also being evaluated for this program.

Ongoing feasibility studies include the following projects:

Several major feasibility studies are currently active and are listed below. The findings of each study may lead to projects scheduled for construction funds in future Six-Year Plans. Because these studies are already funded and active, they have not been included in the Project Listings.

- Aroostook County Transportation - feasibility of strategies to improve north-south interstate access in Aroostook County.
- Auburn-Lewiston Route 136 Turnpike Access - feasibility of strategies to improve access between Route 136 and the Maine Turnpike and between the two cities in the Route 136 area.
- Augusta Memorial Bridge - preliminary engineering and environmental studies to address deficiencies on the Memorial Bridge and its approaches.
- Bath Westerly Access - feasibility of strategies to improve access to Bath and the Sagadahoc Bridge from points west
- Bangor Area Interstate Corridor - feasibility of strategies to address long-term needs of the Interstate 95 corridor in the Bangor area.

- Calais-St. Stephen Border Crossing - preliminary engineering and environmental studies to address deficiencies in the existing border crossing facilities.
- Gorham Bypass - preliminary engineering and environmental studies of bypass alternatives and other corridor improvements.
- Lewiston Route 126 Connector Corridor - feasibility of strategies to improve connectivity between Route 126 and the Maine Turnpike.
- Lewiston East Side Corridor - feasibility of strategies to improve cross-town access to the Maine Turnpike while serving local mobility, social, and environmental needs.
- Norridgewock Bridge - preliminary engineering and environmental studies to address deficiencies on the Covered Bridge and its approaches.
- Portland Area Interstate Corridor - feasibility of strategies to relieve congestion in the Interstate 295 corridor in the Portland area.
- Southern York County Route 1 Corridor - feasibility of strategies to improve safety and mobility along U.S. Route 1 in Kittery, York, Ogunquit, and Wells.
- Route 9/Interstate Access - preliminary engineering and environmental studies to improve access between Route 9 in Eddington and the Interstate Highway System.
- Skowhegan Transportation - preliminary engineering and environmental studies to relieve congestion and improve safety in the Skowhegan area.
- Wiscasset Route 1 Corridor - preliminary engineering and environmental studies of alternatives to relieve U.S. Route 1 congestion in the Wiscasset area.

Mobility Projects

In addition to highway and bridge projects that address the needs for reconstruction, rehabilitation, and safety improvements, the MDOT's Six-Year Plan calls for projects with an emphasis on improving highway mobility. The aim of highway mobility projects is to improve the flow of traffic at locations with capacity limitations or other operational deficiencies. The range of highway mobility projects in the Six-Year Plan includes geometric and traffic control improvements at major intersections, highway widening to provide additional lanes on heavily traveled arterial routes, and new highway capacity at new locations.

Highway mobility projects for capital funding in the Six-Year Plan have been identified through the review of project recommendations originating from MDOT feasibility studies, MPO planning studies, and project requests from municipalities. Major projects in this category include:

- Augusta River Crossing - construction of a third highway crossing of the Kennebec River in Augusta to link I-95 and Route 3.
- Augusta-Manchester, Route 202 - construction of additional travel lanes between Old Winthrop Road and Hallowell Road.
- Biddeford, Route 111 - construction of additional travel lanes between Exit 4 and Route 111, and reconstruction of the Five Points (Route 111 / Route 1) intersection.

- Easton Industrial Access - improve freight access to Easton.
- Ellsworth, Route 1 - widening of the existing 3-lane section of High Street.
- Gray Turnpike Connector - access improvements between the Maine Turnpike's Exit 11 and State Route 26 to the north.
- Lewiston - construction of a grade separation at the intersection of Russell Street / Veterans Bridge and Main Street.
- Portland, I-295 Connector - construction of a new highway from I-295 to the Portland waterfront.
- Portland, I-295 - reconstruction of the Forest Avenue interchange.
- Saco, Route 1 - widening the 4-lane section between I-95 and Route 98.

ACCESS MANAGEMENT

The 119th Maine Legislature approved LD 2550, "An Act to Ensure Cost Effective and Safe Highways in Maine." The purpose of the act is to assure the safety of the traveling public and to protect highways against negative impacts of unmanaged drainage. The law is intended to conserve State highway investment, enhance productivity, manage highway capacity, maintain rural arterial speed, promote safety, and conserve air, water and land resources. The Access Management Program for Maine includes access management rules, access acquisition, corridor planning, and access development.

The Act specifically directs the MDOT and authorized municipalities to promulgate rules to assure safety and proper drainage on all State and State aid highways with a focus on maintaining posted speeds on rural arterial highways. The law also requires that the rules consider standards for avoidance, minimization, and mitigation along the portions of rural arterials where the 1999 statewide average for driveway related crash rates is exceeded. The rulemaking process is currently underway and will be reported on in the First Regular Session of the 120th Legislature in 2001. The rules are to be developed with a hierarchy of protections providing for the strictest measures being applied to those rural corridors considered most unsafe.

Access management rules are viewed as only one part of the statewide access management program. The program envisions funding for the purchase of access rights where rural arterial corridors are at risk of losing capacity, safety, and of diminishing posted speeds, due to increasing development and commuter pressures. Rural arterial corridors most at risk are those where congestion is already being experienced and where driveway related crash rates exceed the 1999 average. The identification of these "at-risk" corridors is currently under way.

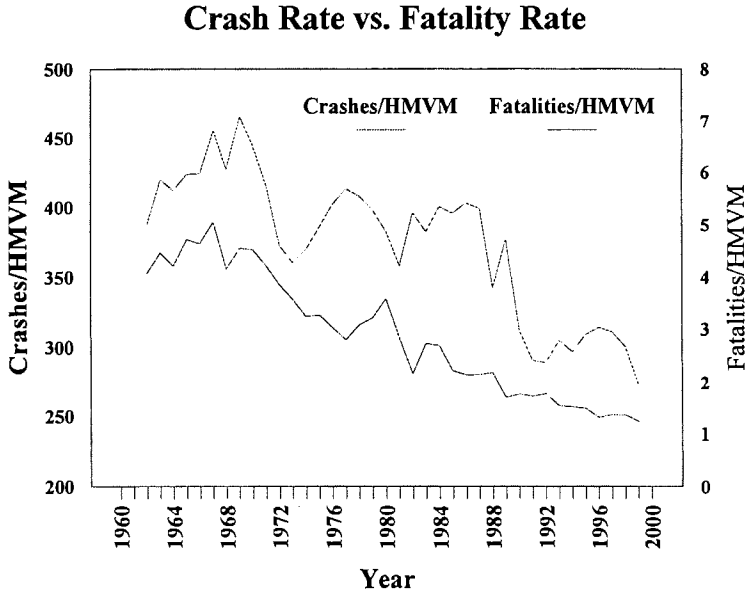
The program also envisions a corridor planning program where MDOT, in partnership with adjoining municipalities, property owners, and other stakeholders along a rural arterial corridor join forces to develop a plan that assures the purposes of the law are met and maintained. Such plans would outline appropriate locations for such access management techniques as frontage roads, shared driveways, intersections, turn lanes, and signals. Corridors most at risk and those where interested parties are most committed to developing such plans will be favored for such planning assistance. Plans will be required to outline corridor needs that assure maintenance of safety and speed, and management of drainage, as well as the development, protection or enhancement of important natural and/ or man-made environmental features along the highway corridor.

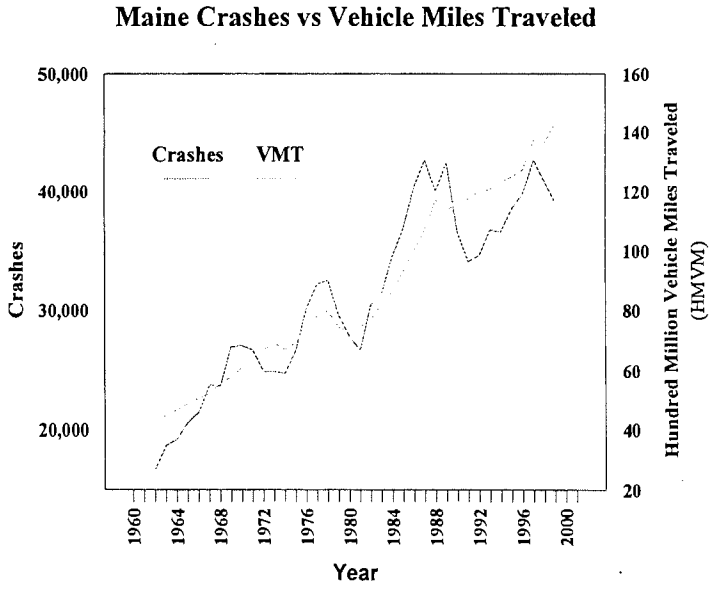
Rural arterial corridors that are part of the NHS system will receive top priority for purposes of access acquisition and corridor planning. In addition, priority will be given to corridors where adjoining communities have already partnered by virtue of standing corridor committees and Scenic Byway corridor committees.

SAFETY PROGRAM

Over 39,000 motor vehicle crashes occurred in 1999 on Maine's public roads, involving nearly 94,600 people. These crashes resulted in 175 fatalities, over 7,500 known injuries, and more than 8,700 possible injuries. The estimated cost of these crashes exceeded $1.2 billion. These crashes affect literally every family in Maine, either through personal losses or increased insurance rates.

Historically, the number of crashes occurring on Maine roads has increased as traffic volume has increased, though the crash rate and fatality rate have declined. For the period 1998-1999, the number of crashes has also decreased. Improved road design, vehicle safety features, and public awareness of safety issues have all contributed to the declines both in the crash rate and fatality rate.





The *20-Year Plan* recommends four strategies to improve the safety of Maine's transportation system:

- Apply safety management principles;
- Increase public awareness of safety issues;
- Identify existing and potential safety problems; and
- Address physical features contributing to safety problems.

These strategies are being implemented through continued development of the safety management systems, a planned media campaign to increase public awareness of safety issues, and effective implementation of the Highway Safety Improvement Program.

Anticipated Safety Program

All MDOT projects are designed to address high hazard locations and to meet safety standards. For instance, whenever a road is scheduled for a capital improvement, guardrails are updated to meet current standards and hazardous intersections, curves, hills, and other locations are reviewed to determine if design enhancements are warranted. MDOT also addresses specific safety issues through its Highway Safety Improvement Program (HSIP). The HSIP consists of two program areas: the Hazard Elimination Program (HEP) and the Rail Grade Crossing Improvement Program. These program areas and the processes that are used to identify projects for each are described below.

Hazard Elimination Program

The HEP addresses high hazard locations on all public roads, including municipally owned and maintained local roads. It also addresses pedestrian and bicycle safety and traffic calming. The HEP funding for the 2000-2001 biennium was $5.1 million. All HEP projects are funded 100%, with the exception of safety projects located on Local Roads, where a 10% local match is required. Two approaches are used to identify HEP projects:

1. The MDOT Safety Management Section located in the Bureau of Planning identifies candidate projects based on a statewide review of crash history. Candidate project requests are also accepted from municipalities. Projects that exhibit the highest benefit-to-cost ratio (B/C ratio) are selected for funding. Projects that do not get funded are reconsidered for at least two additional funding cycles.

   The MDOT portion of the candidate projects list is developed by reviewing the high hazard locations contained in the annual *MDOT High Crash Location Listing* publication, which is available to municipalities. This publication identifies locations that have experienced both:

   - At least eight crashes in the most recent complete three year period, and

- Crash rates that are significantly higher than the statewide averages for similar locations.

2. The Minimum Standards approach is used to address safety needs that exist on a system wide basis. Examples include the installation of rumble strips along rural sections of the Interstate System, and an ongoing guardrail improvement program on the National Highway System (NHS). The rumble strip program has been completed, and the guardrail improvement program continues to be funded at the rate of $1.0 million per biennium. The NHS guardrail improvement program is expected to have been completely funded by the 2004-2005 biennium, after which the program will continue to be funded at the same rate until all guardrail on State and State-Aid roads have been upgraded to meet current standards.

Other possible focus areas include Run-Off-Road and intersection crashes, and crashes involving pedestrians and bicyclists. Expanded use of vehicle activated signs may also occur at hazardous locations such as unexpected curves and non-signalized intersections exhibiting insufficient sight distances.

Grade Crossing Improvement Program

The Grade Crossing Improvement Program (GCIP) addresses hazardous railroad at-grade crossings at all public roads. No local funding match is required in the GCIP since the MDOT eliminated the local funding match requirements in 1999. There are approximately 650 active grade crossings at public roads in Maine today. Federal regulations require that the amount of funds dedicated to the GCIP must be no less than the funding level provided in 1990. For Maine, the dedicated amount is $2.0 million per biennium. Also, by federal regulation, at least one half of the funds must be utilized to install active crossing protection devices, such as lights and bells or gates. Maine has experienced a relatively good safety record at grade crossings. Since no train-motor vehicle crash fatalities have occurred since 1992, and fewer than ten crashes involving trains occur annually on average basis, the minimum funding level is applied to the GCIP. This allows MDOT to allocate the additional funds to the HEP.

GCIP projects are funded based solely upon their comparative condition ratings. Field reviews are routinely performed at all active public road grade crossings. The field reviews objectively identify the condition of the surface of the crossing, sight lines (if no active warning system exists), road traffic and rail operations data, site environment, and calculated crash potential (federal formulas and past crash history are used to calculate crash potential). GCIP funds are currently used for either or both of the following work types:

- Install or upgrade active warning devices.
- Reconstruct the crossing to improve its surface condition.

Within the 6-year time frame, MDOT intends to identify grade crossing closure candidates, and to implement crossing closures wherever practicable. By federal regulation, grade crossing safety money can be utilized to fund grade crossing closures. Also over the six year period, efforts will be made to incorporate crossing surface improvements into the paving program, thus enabling a larger portion of the GCIP funds to be applied to crossing protection and elimination.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

The MDOT has been actively pursuing and deploying Intelligent Transportation Systems (ITS) over the past year. In addition, the Maine Turnpike Authority (MTA) and the Greater Portland Council of Governments (GPCOG) have deployed ITS and have developed strategies to further deploy ITS in their jurisdictions. The State of Maine recognizes the potential economic benefits of ITS technologies and will develop a statewide ITS architecture and integration strategy. This will "bring together" current and future deployments, while providing for a statewide ITS strategy. There is still a need to institutionalize ITS into the State's planning process. Furthermore, federal proposed rulemaking requires an ITS integration strategy and conformity with the national ITS architecture and standards.

Major Efforts

The Tri-State Rural Advanced Traveler Information System (RATIS) project is an effort to link existing database systems maintained by the three partners - Maine, New Hampshire, and Vermont - as well as other database/information systems under development in each State. The RATIS project will provide travelers and tourists in the Tri-State area accurate and real-time information relative to road conditions, lodging, and recreational activities. This project is estimated to cost approximately $5 million and is in the early stages of development.

Acadia National Park is developing a visitor management strategy that will use ITS components to reduce the congestion on Mount Desert Island. Use of three integrated technology systems to provide information to visitors is proposed. The first component will be a web-based information system that will include full color maps, a catalogue of area destinations, and transit information with links to other relevant web sites. The second component will be a real-time Automatic Vehicle Location System that provides information on the specific locations of the transit buses in the system. The third piece will be integration of real-time video images of parking conditions at heavily visited park destinations. The ultimate goal is to reduce traffic congestion in the park and on Mount Desert Island highways by moving people onto the new transit system which serves both the Park and the Mount Desert Island area.

Road Weather Information Systems (RWIS) are being used in other regions to reduce costs for snow and ice removal and to provide safer vehicle travel for the public. MDOT has installed one system along I-95 in Yarmouth and is considering another on Route 9 between Eddington and Calais. MDOT is currently monitoring the performance of these systems. A RWIS network will allow the MDOT to more effectively predict incoming storms and to provide more timely and cost effective responses to snow and ice control needs. The Bureau of Maintenance and Operations and the Bureau of Planning are developing this plan. It will consider the State's geography, knowledge of local conditions, input from meteorologists, and similar systems used at airports. Implementation of the plan will begin along the National Highway System.

Finally, MDOT's OFT chairs the ITS/CVO Working Group, a State interagency group that promotes ITS innovations in commercial vehicle operations.

SURFACE WATER QUALITY PRORAM

The Office of Environmental Services Water Resources Unit coordinates the MDOT's Surface Water Quality Protection Program (SWQPP), under which Federal Enhancement funds are used to help minimize the impacts of highway runoff upon surface water bodies. Candidate projects can be nominated for this program by any individual or group. The Program Manager works with local contacts, such as lake associations and municipalities, and the MDOT Maintenance staff to develop preliminary designs. A Program Committee scores the nominations. The scoring process is based upon a set of criteria, including cost effectiveness, sensitivity of the water body, and level of cooperation and support from the community. Nominations with the highest scores are selected for immediate funding, and the remaining nominations are prioritized for possible funding at a later date.

Final designs are developed for each selected project. The designs often consist of unique combinations of erosion control "Best Management Practices" with an eye towards visual improvement of the sites. After project development is complete, projects are usually constructed by MDOT maintenance crews. Landscaping is often done by local volunteer groups. When a project results in maintenance needs beyond the scope of routine highway maintenance, such as cleaning out a sand trap, the municipality signs an agreement to take responsibility for the work.

MISCELLANEOUS PROGRAMS

Visitor Information Centers

MDOT has initiated a planning process to define priorities for the eventual funding of improvements to existing and new Visitor Information Centers. Currently, State supported Centers exist in Kittery, Yarmouth, Fryeburg, Hampden (2), Calais, and Houlton. There is also a Visitor Information Center in Bethel, which is owned by the U.S. Forest Service and is privately operated.

The planning process began with the review of existing capital, maintenance, locational, and operational needs of the existing facilities. In the coming months, MDOT will actively solicit input from statewide tourism interests, regional tourism and economic development interests, municipalities, and the general public. With this data collected, proposals will be outlined for the use of additional State and federal funds for these existing centers, as well as for the development of new centers statewide. This outline will include priorities and funding levels for the identified improvements.

Scenic Byway Program

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) directed the Secretary of Transportation to establish a National Scenic Byways Advisory Committee to assist in developing a national scenic byways program, as mandated by the ISTEA. TEA-21 increases the funding for the National Scenic Byways Program by 85%, to $148 million over six years for projects such as creating statewide byways programs, corridor management planning, promoting byways, scenic easements, billboard removal, etc. The Federal Highway Administration (FHWA) awards the funds competitively as grants.

The MDOT has actively pursued Scenic Byway Grants and has recently received federal designations for three *National Scenic Byways* and one *All American Road.* For the Six-Year Plan, the MDOT intends to actively pursue grants under this federal program.

Regional Signage Program

A regional signage program that highlights the identity of the distinct regions of Maine will be developed and implemented within this Six-Year Plan. This regional approach has been implemented for Downeast Maine, and following discussions with regional Chambers of Commerce and Economic Development organizations at local and State levels, a similar program will be implemented for other regions throughout the State.

Public And Recreational Access To Water Crossings And Properties Adjacent To Water

In cooperation with the Department of Inland Fisheries and Wildlife, Department of Conservation, Department of Marine Resources, State Planning Office, Maine Historic Preservation Commission and the private organizations of Coastal Conservation Association, Sportsman's Alliance of Maine, Trout Unlimited, Maine Snowmobile Association, and the Maine Municipal Association, the MDOT has begun an effort to identify MDOT bridge and highway projects that may provide additional safe public and recreational access opportunities to the water. The identified projects will be reevaluated for access opportunities when each project is funded in an upcoming BTIP, and will be incorporated into the public process accordingly. Currently, only bridges have been reviewed for water access needs, but it is planned that the 2002/2007 Six-Year Plan will identify access needs for both highways and bridges.

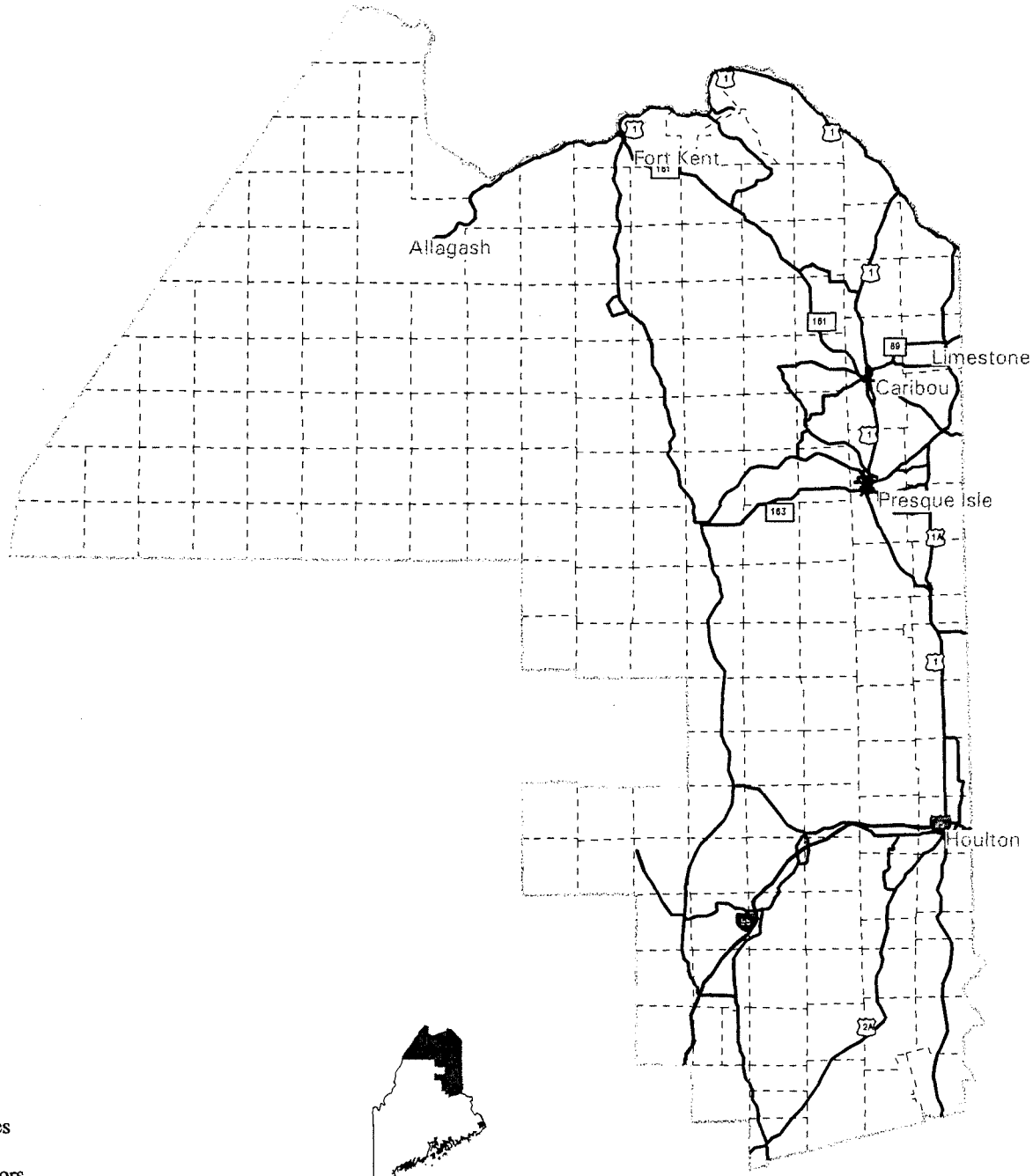
Sand/Salt Building Program

This program has been in existence since 1986. In 1999, legislation was enacted that eliminated the requirement to erect facilities for Priority 4 and 5 categories. Many buildings have been erected, especially on the Priority 1 and 2 levels and most of those facilities have been funded. Because many site changes have occurred since the 1986 review, the DEP undertook an extensive review of all public and private piles in 1999 and 2000 and issued a new Priority list in 2000. This "reshuffling" of priorities has resulted in a need for continued funding of this program so that all remaining sites with Priority 1, 2, and 3 can be built within the new deadlines.

Funding for storage buildings has always been a part of the MDOT Maintenance and Operations budget. However, from the capital improvements perspective and the fact that a significant review of this Program occurred in 1999, these facilities should be funded on a regular basis through this Six-Year Plan. In addition to fulfilling the purpose of protecting Maine's groundwater and drinking water supplies, future funding will bring closure to this 15-year-old program.

APPENDIX A

HIGHWAY & BRIDGE IMPROVEMENT PROJECTS



Division 1

Town Boundaries

Arterials & Major Collectors

State of Maine
Department of Transportation
Bureau of Planning,
Research, & Community Services
2000

September 26, 2000 8x11divbwlandscape.aml

Division 1

Aroostook and Portions of Penobscot Counties

Highway Reconstruction

Municipality	ID No.	Route/ Roadway	Location	Lgth km	Lgth Mi.
National Highway System/Principal Arterials					
Blaine to Mars Hill	A2233	Route 1	Beg. 0.32 Km (0.2 miles) southerly of the Bubar Road; northerly 2.22 Km (1.4 miles) to Park Street	2.22	1.38
Mars Hill	PIN #7523	Route 1	Beg. at Route 1A; northerly 2.46 Km (1.5 miles) to 0.32 Km (0.2 miles) south of Clark Road	2.46	1.53
Presque Isle	A2232	Route 1	Beg. at Tompkins Road; northerly 7.31 km (4.5 miles) to University Street	7.31	4.54
Presque Isle	A790	Route 1	Beg. at the Westfield town line; northerly 1.71Km (1.1 miles) to Tompkins Road	1.71	1.06
Van Buren	PIN #5972	Route 1	Beg. 0.16 Km (0.1 miles) north of Adams Street; northwesterly 2.13 Km (1.3 miles) to 0.18 Km (0.1 miles) south of Monroe Street	2.13	1.32
Van Buren	A786	Route 1	Beg. 1.19 km (0.7 miles) north of Martin Road; northwesterly 2.06 km (1.3 miles) to Parent Siding Road	2.06	1.28
Van Buren	A1244	Route 1	Beg. at Parent Siding Road; northwesterly 2.95 km (1.8 miles) to 0.19 km (0.1 miles) south of the Grand Isle town line	2.95	1.83
Minor Arterials					
Fort Kent	A815	Route 161	Beg. 0.24 km (0.2 miles) north of the New Canada Plt townline; northwesterly 6.36 km (4 miles) to Bridge Road	6.36	3.95
Frenchville to Fort Kent	A807	Route 1	Beg. 0.47 km (0.3 miles) north of RR-Xing #051154; westerly 11.51 km (7.2 miles) to 0.52 km (0.3 miles) north of Industrial Park Road	11.51	7.15
Houlton	PIN #9192	Route 2A	Beg. 0.89 km (0.6 miles) north of Mcintyre Road; northeasterly 2.22 km (1.4 miles) to Pierce Street	2.22	1.38
Twp17 R05 WELS	A816	Route 161	Beg. 0.11 km (0.1 miles) north of Thoroughfare Bridge #2851; northwesterly 8.10 km (5.0 miles) to 3.98 km (2.50 miles) south of the New Canada town line	8.10	5.00

Major Collector Corridors						
Ashland to Fort Kent	C7	Route 11	Beg. at the Aroostook River Bridge; north to Rte 1	**(Backlog mileage - 7.55 miles)**	76.89	47.76
Fort Fairfield to Caribou	C11	Route 161	Beg. at Rte 1A; northwest to Rte 1	**(Backlog mileage - 6.44 miles)**	16.97	10.54
Easton to Presque Isle	C4	Route 10	Beg. at Rte 1A-west to Rte 1	**(Backlog mileage - 0.62 miles)**	14.92	9.33
Island Falls to Patten	C9	Route 159	Beg. at Rte 2; west to Rte 11	**(Backlog mileage - 5.70 miles)**	16.53	10.27
Macwahoc Plt to Houlton	C2	Route 2	Beg. at Rte 2A; northeast to Rte 1	**(Backlog mileage - 21.02 miles)**	89.47	55.57
Presque Isle to Fort Fairfield	C28	Conant Rd	Beg. at Route 10-east to Route 1A	**(Backlog mileage - 3.74 miles)**	8.80	5.50
Presque Isle to Fort Fairfield	C14	Route 163	Beg. at Rte 167-southeast to Rte 1A	**(Backlog mileage - 3.98 miles)**	6.36	3.98

The current anticipated budget will allow for only 25 miles of Major Collector backlog to be constructed in Division 1 over the next six years

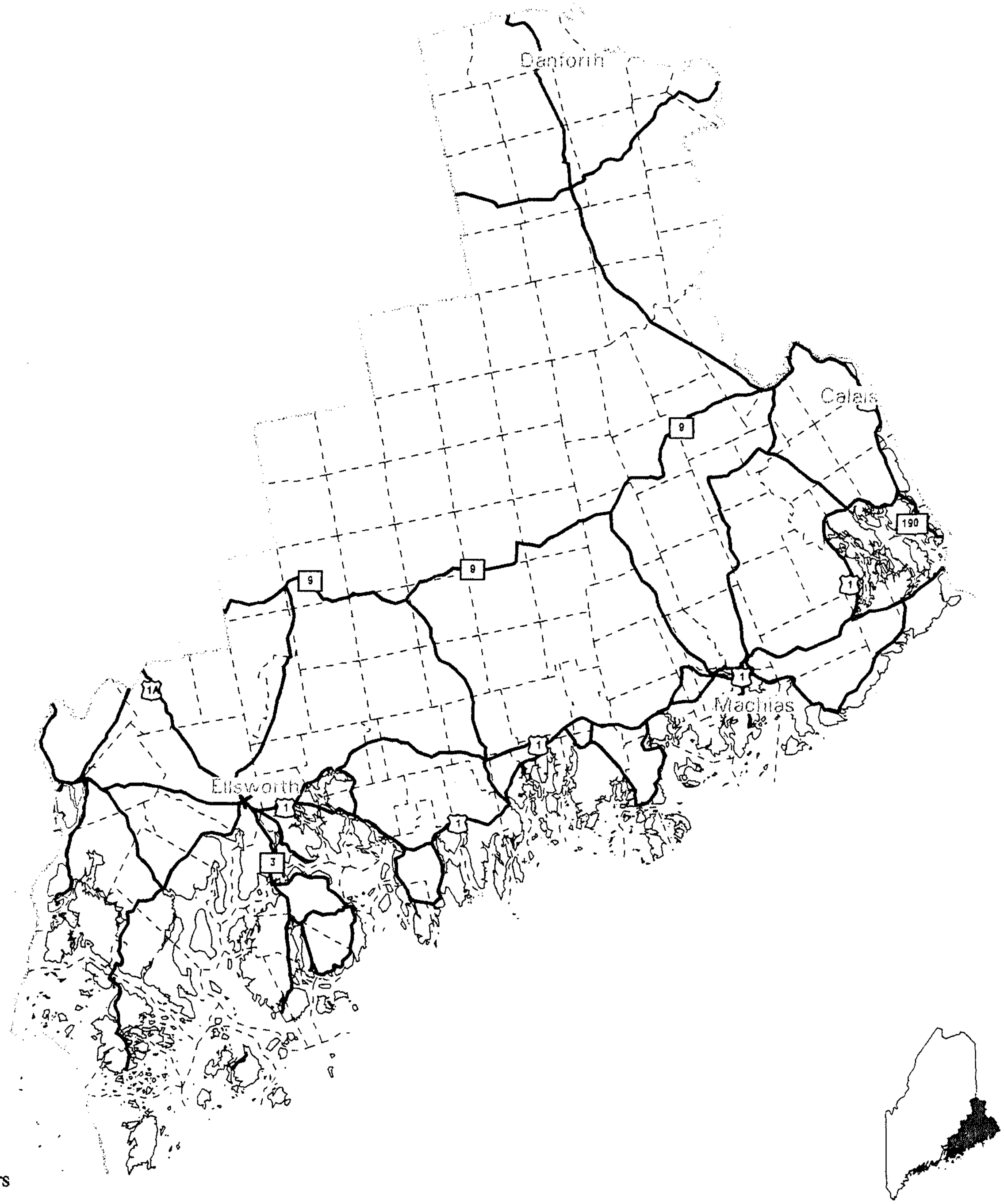
Rural Road Initiative

Municipality	Road Name	Municipality	Road Name	Municipality	Road Name
Minor Collectors					
Allagash	Frank Mack	Fort Kent	Ft Kent Mill Road	Oakfield	Timoney Road
Aroostook Unorganized	Beaulieu Road	Fort Kent	N Perley Brook Road	Portage Lake	West Shore Road
Aroostook Unorganized	Pond Road	Frenchville	Cleveland Avenue	Reed Plt	Rte 171
Aroostook Unorganized	Route 362	Houlton	Walker Road	Sherman	Rte 11
Aroostook Unorganized	Ouellette Road	Houlton	Ludlow Road	Sherman	Benedicta Road
Aroostook Unorganized	Molunkus Road	Houlton	White Settlement Road	Smyrna	Timoney Road
Ashland	Garfield Road	Houlton	B Road	St Agatha	Flat Mountain
Ashland	Horse Brook	Houlton	Lake Road	Washburn	River Road
Bancroft	Pitlock Road	Island Falls	Belvedere Road	Washburn	Road 497
Bancroft	Danforth Road	Island Falls	Sewall Street	Weston	Butterfield Landing
Caribou	Presque Isle Road	New Canada	Sly Brook Road	Weston	Trout Brook
Fort Kent	Strip Road				

Bridge Rehabilitation/Replacement

Municipality	ID No.	Bridge/ Bridge Name	Feature On	Feature Under	Scope	Safe Public Water Access Opportunity
State Bridges						
Caribou	5567	Little Madawaska	Route 89	Little Madawaska River	Paint	
Crystal	6171	Crystal Station Road	Crystal Station Road	I-95	Paint	
Crystal	3975	Fish Stream	Route 159	Fish Stream	Replacement	
Fort Fairfield	3258	McShea Crossing	Routes US 1A & 167	B&A RR	Paint	
Haynesville	3457	Mill	US 2A	Mill Brook	Replacement	
Houlton	1383	B&A RR Northbound	95 Northbound	B&A RR	Wearing Surface	
Houlton	6097	B&A RR Southbound	95 Southbound	B&A RR	Wearing Surface	
Houlton	3874	Highland Avenue	Highland Avenue	Meduxenkeag	Replacement	
Houlton	3458	Hodgdon Stream	US 2A	S. Branch Meduxnekeag River	Superstructure - Replace	Yes
Houlton	1384	I-95 Northbound / 'B' Stream	95 Northbound	'B' Stream	Wearing Surface	
Houlton	6096	I-95 Southbound / 'B' Stream	95 Southbound	'B' Stream	Wearing Surface	
Linneus	3709	Bither Brook	Route 2A	Bither Brook	Rehabilitate Culvert - Concrete Bottom	Yes
Littleton	1006	Watson Covered	Bypassed Carson Road	Meduxnekeag River	Rehabilitation	Yes
Ludlow-Smyrna	6091	I-95 Southbound/Line Road	95 Southbound	Line Road	Paint	
Madawaska	2399	International Bridge	Bridge Street	St John River	Paint	
Masardis	5025	Squa Pan	Route 11	Squa Pan Stream	Wearing Surface	
Perham	3814	Spaulding	SH 783 High Meadow Road	Salmon Brook	Replacement	Yes
Presque Isle	1551	Presque Isle Stream	Bypass Road	Presque Isle Stream	Wearing Surface	
Smyna	1391	US 2, Northbound	I-95 Northbound	US 2	Paint	
Van Buren	2400	International	Bridge Street	St John River	Wearing Surface	
Wallagrass	2909	Wallagrass	Route 11	Wallagrass	Replacement	Yes
Washburn	3630	Churchill Brook	Route 164	Churchill Brook	Replacement	Yes
Washburn	5250	Kennard Brook	Route 164	Kennard Brook	Replacement	Yes
Woodland	3705	Eddy	Route 228	Caribou Stream	Widen	Yes

Local Bridges						
Ashland	5159	Big Machias River	Garfield Road	Big Machias River	Replacement	Yes
Easton	127	Prestile Brook # 2	Allen Road	Prestile Stream	Replacement	Yes
Easton	137	Prestile Brook	Fry Pan Road (Discontinued)	Prestile Stream	Removal	Yes
Hodgdon	149	Old Hamilton	Mcintyre Road	S. Branch Meduxnekeag	Replacement	Yes
Mars Hill	5269	Customs House	East Ridge Road	Gizoquit Brook	Replacement	
Masardis	3407	Aroostook River	Garfield Road	Aroostook River	Wearing Surface	
New Canada	141	Sly Brook	Sly Brook Road	Sly Brook	Replacement	Yes
New Sweden	112	Bearsley Brook #1	Rista Road	Bearsley Brook	Replacement	Yes
Perham	130	W Branch Salmon Brook #2	Mouse Island Road	West Branch Salmon Brook	Replacement	Yes
Presque Isle	3881	Gouldville	Park Street	Presque Isle Stream	Superstructure - Replacement	
Twp 06 R 08 WELS	6042	East Branch Penobscot	Grand Lake Road	East Branch Penobscot	Wearing Surface	
Washburn	122	West Branch Salmon Brook #2	New Dunn Town Road/Church St	W Branch Salmon Brook	Replacement	Yes
Extraordinary Bridges						
Fort Kent	2398	International Bridge	US Route 1	Saint John River	Study for Improvement	Yes



- - - - Town Boundaries

—— Arterials & Major Collectors

Division 2

State of Maine
Department of Transportation
Bureau of Planning,
Research, & Community Services
2000

September 26, 2000 8x11divbwlandscape.aml

Division 2

Hancock and Washington Counties

Highway Reconstruction

Municipality	ID No.	Route/ Roadway	Location	Lgth km	Lgth Mi.
National Highway System/Principal Arterials					
Dedham to Ellsworth	PIN # 4327.10	Route 1A	Beg. 0.82 km (0.5 miles) north of Green Lake Road; southeasterly 5.43 km (3.4 miles) to Rabbit Road	5.43	3.37
Eastport	A686	Route 190	Beg. 0.11 km (0.1 miles) northwest of Deep Cove Road; southeasterly 1.61 km (1 miles) to 0.35 km (0.2 miles) southeast of Clark Street	1.61	1.00
Ellsworth	A1235	Route 1A	Beg. at Rabbit Road; southeasterly 4.3 km (2.7 miles) to 0.24 km (0.2 miles) north of Old Bangor Road	4.30	2.67
Ellsworth	A656	Route 1A	Beg. 0.24 km (0.2 miles) south of Old Bangor Road; southeasterly 5.83 km (3.6 miles) to the Union River Bridge	5.83	3.62
Ellsworth	A730	Route 1A	Beg. 0.1 km (0.1 miles) south of Forest Ave; southeasterly 1.26 km (0.8 miles) to Main Street	1.26	0.78
Ellsworth	A731	Route 1A	Beg. at the Union River Bridge; southeasterly 1.45 km (0.9 miles) to Western Ave	1.45	0.90
Perry	A685	Route 1	Beg. 0.56 km (0.4 miles) north of Route 190; northerly 3.35 km (2.1 miles) to Johnson Road	3.35	2.08
Perry	A1241	Route 1	Beg. at Johnson Road; northerly 3.17 km (2 miles) to 0.18 km (0.1 miles) south of Gin Cove Road	3.17	1.97
Robbinston	A684	Route 1	Beg. 0.66 km (0.4 miles) north of Mill Cove (New) Bridge #6205; northerly 2.32 km (1.4 miles) to Road.304	2.32	1.44
Minor Arterials					
Jonesboro	A712	Route 1	Beg. 0.08 km (0.1 miles) east of Route 187; easterly 1.24 km (0.8 miles)	1.24	0.77
Jonesboro to Whitneyville	A711	Route 1	Beg. 0.31 km (0.2 miles) mile easterly of Route 1A; easterly 5.12 km (3.2 miles) to the Machias town line	5.12	3.18
Machias	PIN # 7676	Route 1	Beg. at Howard Street & ext easterly 1.74 Km (1.08 miles) to O'Brien Ave	1.74	1.08
Milbridge to Harrington	A722	Route 1A	Beg. 0.35 km (0.2 miles) east of Rim Road; northeasterly 5.54 km (3.4 miles) to 0.48 km (0.3 miles) west of Dorman Road.	5.54	3.44
Sullivan	PIN# 9191	Route 1	Beg. at Taunton Drive; southeasterly 3.06 Km (1.9 miles) to Gray Road	3.06	1.90

Minor Arterials (continued)					
Sullivan	PIN# 9191		Beg. at Gray Road; southeasterly 2.62 Km (1.63 miles) to 0.05 east of Pumpkinville Road	2.62	1.63
Major Collector Corridors					
Bar Harbor to Mt Desert	C40	Route 3	Beg. at Rte 233; southwest to Rte 198 **(Backlog mileage - 3.49 miles)**	18.87	11.72
Bar Harbor to Tremont	C46	Route 102	Beg. at Rte 3; south to Ferry Terminal **(Backlog mileage - 4.10 miles)**	22.89	14.22
Blue Hill to Orland	C44	Route 15	Beg. at the no. jct. of Rte 172; north to Rte 1 **(Backlog mileage - 11.08mi)**	20.04	12.45
Castine to Orland	C47	Route 166/175	Beg. at start of Rte 166; north to Rte 1 **(Backlog mileage - 9.94 miles)**	24.78	15.39
Columbia Falls to Jonesport	C53	Route 187	Beg. at Rte 1; east to Peat Main St: Kelley Point Rd northerly to Rte 1 **(Backlog mileage - 8.27 miles)**	19.63	12.12
Ellsworth to Lamoine	C51	Route 184	Beg. at Rte 204; southeast 2.0 miles **(Backlog mileage - 2.00 miles)**	14.0	8.64
Gouldsboro-Winter Harbor	C52	Route 186	Beg. at the west jct. of Rte 1; southeast to Birch Harbor Bridge **(Backlog mileage - 5.50 miles)**	26.13	16.13
Milbridge to Harrington	C38	Route 1	Beg. at Rte 1A; northeast to Rte 1A **(Backlog mileage - 1.34 miles)**	18.84	11.70
Orland to Holden	C242	Route 46	Beg. at Rte 1; north to Rte 1A **(Backlog mileage - 12.46 miles)**	22.28	13.84
Stonington to Blue Hill	C43	Route 15	Beg at start of Rte 15; north to the north jct of Rte 172 **(Backlog mileage - 13.20 miles)**	38.48	23.90
Topsfield to Houlton	C239	Route 1	Beg. at Rte 6; north to Rte 2 **(Backlog mileage - 5.85 miles)**	88.21	54.45
Whiting to Lubec	C54	Route 189	Beg. at Rte 1; east to Canadian Border **(Backlog mileage - 0.60 miles)**	18.02	11.19

The current anticipated budget will allow for only 47 miles of Major Collector backlog to be constructed in Division 2 over the next six years

Rural Road Initiative

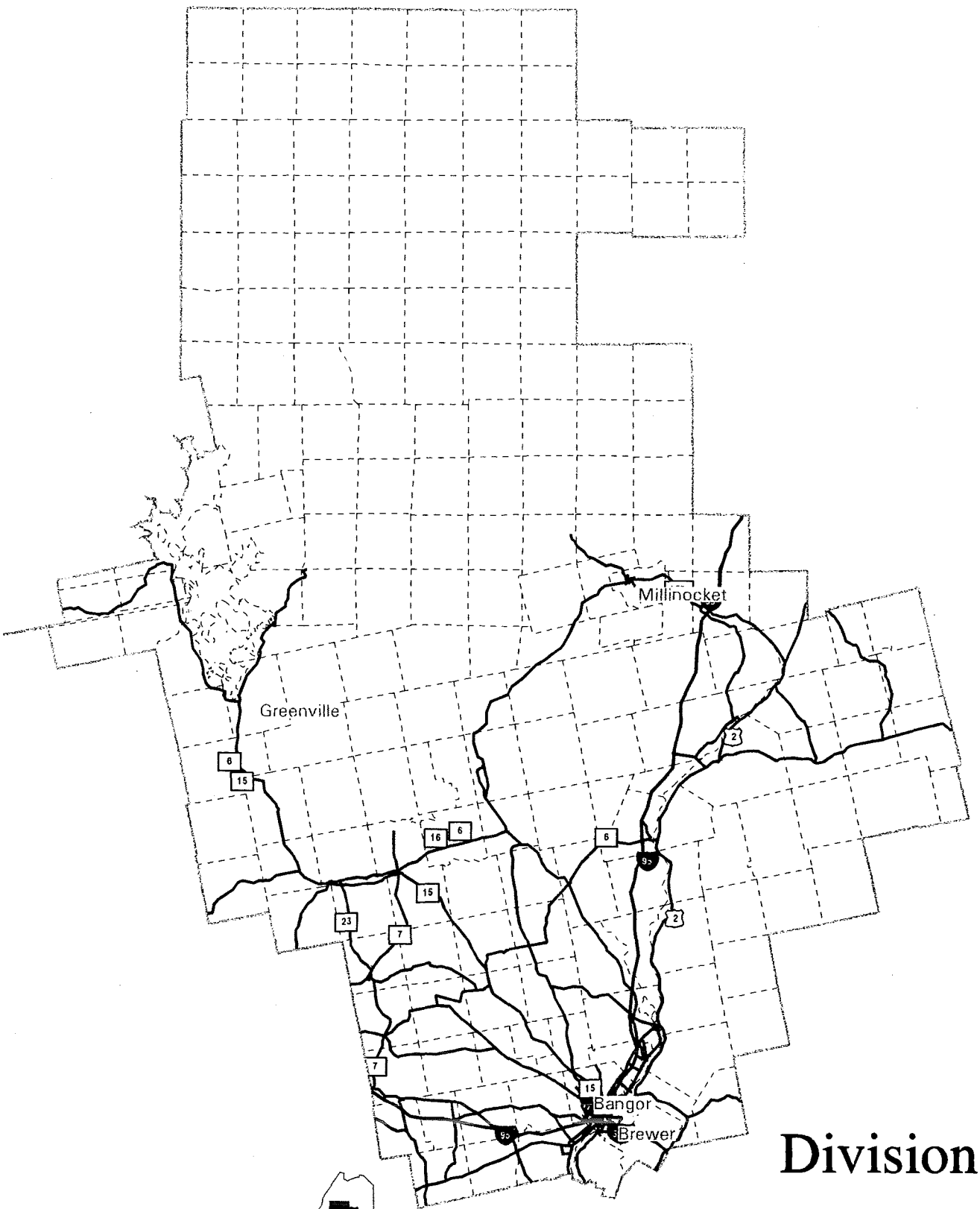
Municipality	Road Name	Municipality	Road Name
Minor Collectors			
Bar Harbor	Bloomfield Road	Roque Bluffs	N/A
Blue Hill	East Blue Hill	Roque Bluffs	N/A
Bucksport	Bucks Mills Road	Roque Bluffs	Johnson Road
Bucksport	Central Street	Southwest Harbor	Manset Road
Calais	South Street	Southwest Harbor	Seal Cove Road

Minor Collectors (continued)			
Franklin	Eastbrook Road	Stonington	School Street
Franklin	Hogbay Road	Stonington	Sunset Avenue
Gouldsboro	Pond Road	Surry	Morgan Bay Road
Milbridge	Wyman Road	Surry	North Bend Road
Mt Desert	Petty Marsh Road	Surry	Toddy Pond

Bridge Replacement/Rehabilitation

Municipality	ID No.	Bridge/ Bridge Name	Feature On	Feature Under	Scope	Safe Public Water Access Opportunity
State Bridges						
Amherst	6247	West Branch	Route 9	W.Branch 1/2Mile Pond Brook	Replacement	Yes
Bar Harbor	5945	Duck Brook	Route 3	Duck Brook	Rehabilitate Culvert - Concrete Bottom	
Bar Harbor	5381	Otter Creek Bridge	Route 3	Otter Creek	Rehabilitate Culvert - Concrete Bottom	
Bar Harbor-Mt Desert	3161	Kittredge Bridge	Route 102 & 198	Meadow Brook	Superstructure Replacement	
Bucksport	5239	Sta 63+00	Route 15	Hurd Brook	Replace Culvert - Slipline	
Calais	3081	Milltown	North Street	Saint Croix River	Deck Rehabilitation	
Columbia	2095	Branch Brook	US 1	Branch Brook	Replace Culvert - Slipline	
Cutler	6240	Andrews Meadow Brook	Route 191	Andrews Meadow Brook	Replacement	
East Machias	3219	Jacksonville	Route 191	East Machias River	Replacement	
Edmunds Twp	3171	Tide Mill No. 2	US 1	Crane Mill Stream	Replacement	
Ellsworth	463	Graham Lake Dam Bridge	Rte 180	Grahm Lake Outlet	Improvement	Yes
Machias	1469	Covered Center	US 1	Machias River	Replacement	
Machias	2191	Covered East	US 1	Machias River	Replacement	
Machias	1470	Covered West	US 1	Machias River	Replacement	
Machias	2246	Dyke	US 1 & RR	Middle River	Replacement	
Milbridge	3280	Great North	US 1A	Narraguagus River	Replacement	Yes
Milbridge	1475	Great South	US 1A	Narraguagus River	Improvement	Yes

State Bridges (continued)						
Orland	2632	Orland River	Route 175	Orland River	Replacement	
Passamaquoddy(Ind T)	2385	Huntley Brook	US 1	Huntley Brook	Replacement	
Pembroke	5501	Upper Crow Brook	US 1	Crow Brook	Replacement	
Perry	2683	Pottle Brook	US 1	Pottle Brook	Replacement	
Princeton-Passamaquoddy (Indian Township)	2688	Princeton	US 1	W Branch St. Croix River	Replacement	Yes
Robbinston	2559	Mill Cove	Abandoned Route 1	Mill Stream	Removal	
Whitneyville	3462	Machias River	Route 1A	Machias River	Improvement	
Whitneyville	1515	Machias River Raceway #2	Route 1A	Machias River	Improvement	
Local Bridges						
Addison	3444	Ada Batson	East Side Road	Batson Brook	Replacement	
Brooksville-Penobscot	3628	Davis Narrows	Routes 175&176	Bagaduce Falls (Tidal)	Replacement	Yes
Cherryfield	1182	Ridge Road	Ridge Road	Trout Brook	Replacement	
Eastbrook	442	Cloughs Mill Bridge	Route 200	Mill Brook	Replacement	
Forest Twp. (T10 R3 NBPP)	1176	Tomah Stream Bridge	Forest City Road	Tomah Stream	Replacement	
Gouldsboro	171	Ruebens Bridge	Guzzle Road	West Bay Stream	Replacement	
Machias	5544	Smelt Brook	Roque Bluffs Road	Smelt Brook	Replacement	
Marion Twp	3140	Patrick Brook	Route 86	Patrick Lake Outlet	Rehabilitate Culvert - Concrete Bottom	
Milbridge	3655	Emerson	Back Bay Road	Strout Stream	Replacement	
Orland	3153	Upper Falls	Orland Falls Road	Narramissic River	Replacement	
Steuben	5526	Dyke	Dyers Bay Road	Marsh Area Stream	Replacement	
Steuben	1175	Smith Mill	East Side Road	Tunk Stream	Replacement	
Verona	3927	Ulmers	East Side Road	Ulmers Stream	Replacement	
Whiting	5515	Old Crane	Town Way	Orange River	Removal	
Extraordinary Bridges						
Deer Isle-Sedgewick	3257	Deer Isle Sedgwick	Route 15	Eggemoggin Reach	Improvement	
Prospect-Verona	3008	Waldo Hancock	US 1 & 3	Penobscot River	Rehabilitation	



Division 3

Town Boundaries

Arterials
& Major Collectors

GIS-T
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State of Maine
Department of Transportation
Bureau of Planning,
Research, & Community Services
2000

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Division 3

Penobscot and Piscataquis Counties

Highway Reconstruction

Municipality	ID No.	Route/ Roadway	Location	Lgth km	Lgth Mi.
Minor Arterials					
Abbot	A1004	Route 6/15/16	Beg. 0.19 km (0.1 miles) south of the Transfer Station Road, southeasterly 4.33 km (2.7 miles) to 1.58 km (1 miles) south of Gales Road	4.33	2.69
Dexter	A1015	Route 7	Beg. at 0.08 Km(0.1 miles) north of Mechanic Street; northerly 2.27 Km (1.41 miles) to 0.14 Km (0.1 miles) south of Lakeview Ave	2.27	1.41
Dover-Foxcroft	A1018	Route 7	Beg. 0.11 km (0.1 miles) north of Grove Street; northerly 0.93 km (0.6 miles) to E.Main Street	0.93	0.58
Dover-Foxcroft	PIN # 9199	Route 6/15/16	Beg. at Sanford Street; easterly 1.16 km (0.7 miles) to Lincoln Street	1.16	0.72
Dover-Foxcroft	A1017	Route 7	Beg. 0.35 km (0.2 miles) north of Shaw Road; northerly 6.01 km (3.7 miles) to 1.34 km (0.8 miles) south of Borough Road	6.01	3.73
Dover-Foxcroft	A1021	Route 15	Beg. 0.95 km (0.6 miles) south of Range Road; northwesterly 2.08 km (1.3 miles) to 0.21 km (0.1 miles) south of Bear Hill Road	2.08	1.29
Guilford	A1003	Route 6/15/16	Beg. at the Abbot townline; southeasterly 1.53 km (1 miles) to Main Street	1.53	0.95
Guilford to Dover-Foxcroft	PIN # 9200	Route 6/15/16	Beg. 0.66 km (0.4 miles) west of Route 23; easterly 9.06 km (5.6 miles) to 0.74 km (0.5 miles) east of Fletcher Road	9.06	5.63
Hampden	PIN # 8593	Route 1A	Beg. at Route 9; northeasterly 2.96 km (1.8 miles) to Mountain View Drive	2.96	1.84
Lincoln	PIN # 9193	Route 2	Beg. 0.05 Km (0.1 miles) north of Route 6; northerly 1 Km (0.6 miles) to 0.03 Km (0 miles) north of Evergreen Drive	1.00	0.62
Mattawamkeag	A854	Route 2	Beg. 0.11 km (0.1 miles) south of Mill Road; northeasterly 0.61 km (0.4 miles) to Elm Street	0.61	0.38
Milford	A850	Route 2	Beg. at Bradley Road; northeasterly 1.22 km (0.8 miles) to 0.47 km (0.3 miles) north of Ferry Road	1.22	0.76
Milo	A997	Route 6/11/16	Beg. at the northerly Jct of Route 11; southerly 1.56 km (1 miles) to 0.26 km (0.2 miles) southerly of Davis Street	1.56	0.97
Orrington	PIN # 9204	Route 15	Beg. 0.16 Km (0.1 miles) mile northerly R.R.# 365453; northerly 6.39 Km (4.0 miles) to 0.64 Km (0.4 miles) southerly Snow's Corner Road	4.30	2.67

Major Collector Corridors						
Belfast to Dixmont	C250	Route 7	Beg. at Waldo Avenue; north to Rte 9/202	**(Backlog mileage - 4.29 miles)**	33.28	20.67
Bingham to Abbot	C245	Route 16	Beg. at Rte 201; east to Rte 6/15	**(Backlog mileage - 10.81 miles)**	40.19	24.96
Chester to Lincoln	C83	N. Chester Road	Beg. at Route 116; northeast to Route 2	**(Backlog mileage - 1.00 miles)**	1.61	1.00
Dixmont to Newport	C65	Route 7	Beg. at Rte 9/202; north to Rte 2	**(Backlog mileage - 3.59 miles)**	17.29	10.74
Greenville to Frenchtown Twp	C85	Kokadjo Road	Beg. at Route 6/15; north to Kokadjo	**(Backlog mileage - 1.50 miles)**	30.62	19.02
Corinna to Hermon	C81	Route 222	Beg. at Rte 11; east to the Bangor City line	**(Backlog mileage - 13.63 miles)**	37.27	23.15
Chester to Medway	C75	Route 116	Beg. at the Lincoln Spur; to No. Chester Road.	**(Backlog mileage - 4.15 miles)**	36.26	22.52
Newport to Hermon	C64	Route 2	Beg. at Rte 7/11; east to the Bangor City line	**(Backlog mileage - 16.36 miles)**	37.84	23.50
Jackman to Greenville	C243	Route 6	Beg. at Rte 201; east to Main Street	**(Backlog mileage - 3.50 miles)**	77.12	47.90
Lagrange to Old Town	C70	Route 16	Beg. at Rte 6/155; south to Rte 2	**(Backlog mileage -12.08 miles)**	28.06	17.43
Bangor To Bradford	C68	Route 221	Beg. at Rte 15; northeast to Rte 11	**(Backlog mileage - 13.93 miles)**	25.84	16.05
Orland to Holden	C242	Route 46	Beg. at Rte 1; north to Rte 1A	**(Backlog mileage -12.46 miles)**	22.28	13.84
Skowhegan to Guilford	C248	Route 150	Beg. at Route 2; northeast to Route 6/15/16	**(Backlog mileage - 3.78 miles)**	59.26	36.81

The current anticipated budget will allow for only 44 miles of Major Collector backlog to be constructed in Division 3 over the next six years

Rural Road Initiative

Municipality	Road Name	Municipality	Road Name
Minor Collectors			
Atkinson	Range Road	Milford	Greenfield Road
Dixmont	Kennebec Road	Orono	Orono Road
Enfield	N/A	Passadumkeag	Caribou Road
Enfield	Hatchery Road	Piscataquis County	Austin
Enfield	Hammett Road	Piscataquis County	Williamsburg Road
Enfield	Caribou Road	Piscataquis County	N/A
Etna	Rte 143	Piscataquis County	Blanchard Road

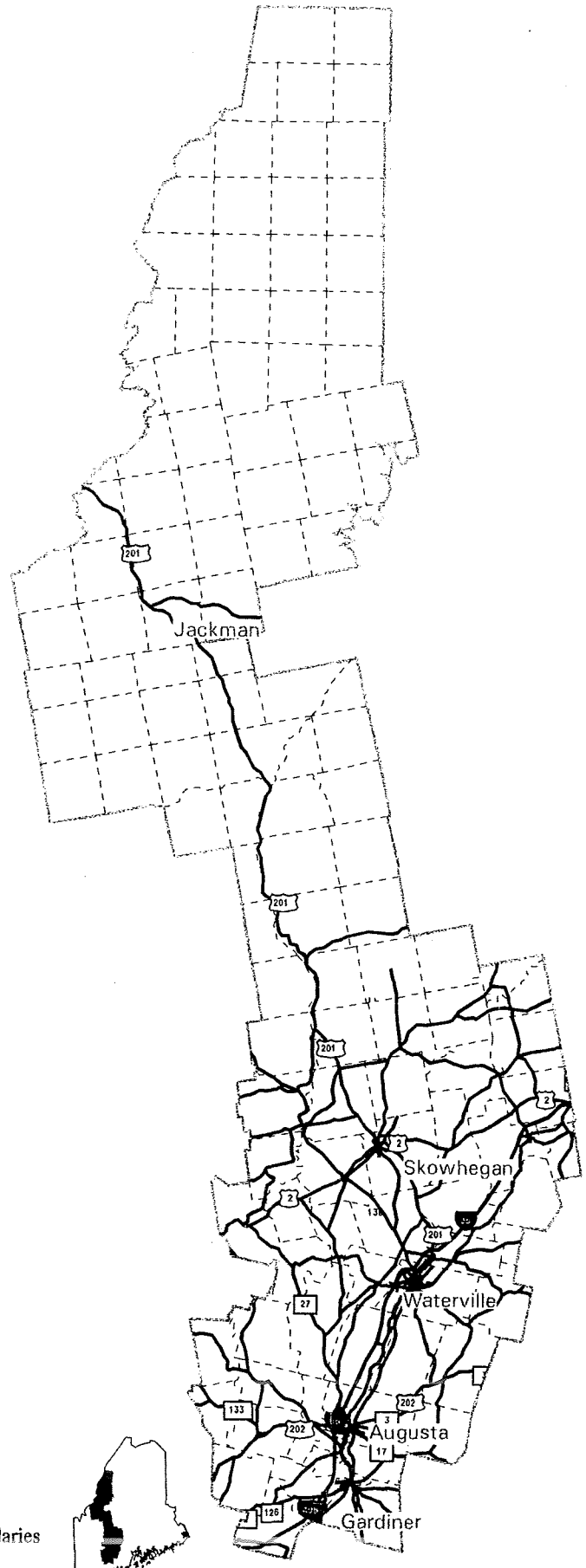
Minor Collectors (continued)			
Etna	Rte 69	Piscataquis County	Third Class Road
Hampden	Kennebec Road	Piscataquis County	Williamsburg Road
Hermon	Fuller Road	Sebec	Sebec Station Road
Hermon	Newburgh Road	Sebec	Bowerbank Road
Hermon	Annis Road	Sebec	Village Road
Hermon	Wing Road	Stetson	Rte 143
Hermon	Billings Road	Stetson	Mt Pleasant
Kenduskeag	Levant Road	Stetson	N/A
Kenduskeag	Stetson	Stetson	Burleigh Road
Kenduskeag	Town House Road	Stetson	N/A
Medway	Grindstone Road		

Bridge Replacement/Rehabilitation

Municipality	ID No.	Bridge/ Bridge Name	Feature On	Feature Under	Scope	Safe Public Water Access Opportunity
State Bridges						
Abbot	2003	Abbot	Route 6-15	Kingsbury Stream	Improvement	
Alton	5419	Brown	Route 16	Costigan Stream	Replacement	
Argyle Twp	6064	Alton Road Southbound	Alton Road	Interstate 95 Southbound	Wearing Surface	
Bangor	5822	Essex St	Essex St SA	I-95	Replacement	
Bangor	767	Stillwater Ave.	Stillwater Avenue Penjajaw	Penjajawoc Stream	Rehabilitate Culvert - Concrete Bottom	
Bangor-Brewer	1558	Veterans Remembrance	I-395	Penobscot River	Wearing Surface	
Bangor	5791	Kenduskeag Stream	I-95	Kenduskeag Stream	Deck Rehabilitation	
Carmel	2976	MCRR Crossing	US 2	MCRR	Replacement	
Carmel	3985	Ruggles	Rte 69	Hill Brook	Replacement	Yes
Chester-Lincoln	3790	Penobscot River	Chester Road	Penobscot River	Paint	
Greenbush	3727	New Olamon	Route 2	Olamon Stream	Paint	
Guilford-Sangerville	2801	Sangerville Station	Route 23	Piscataquis River	Improvement	Yes

State Bridges (continued)						
Howland	6069	Piscataquis River Southbound	I-95	Piscataquis River	Wearing Surface	
Lincoln	2680	Pollack Brook	US 2	Pollack Brook	Replacement	
Medway	3009	Penobscot	Route 116	W Branch Penobscot River	Replacement	
Milford	3535	Lower Trestle	US 2	Highwater Channel	Improvement	Yes
Milford	3534	Upper Trestle	US 2	Highwater Channel	Improvement	
Newburgh	5967	Route 69	Route 69	I-95	Paint	
Old Town	2405	Irving	Route 16	Pushaw Stream	Replacement	
T 3 Indian Purchase	3666	West Branch Bridge	Route 11	West Branch Penobscot	Replacement	
Twp 02 R 08 NWP	6073	Mattamiscontis 95	I-95 Southbound	Mattamiscontis Stream	Paint	
Woodville	5595	Big Ebhorse	Route 116	Big Ebhorse	Replacement	
Woodville	5596	Little Ebhorse	Route 116	Little Ebhorse Stream	Replacement	
Local Bridges						
Argyle Twp-Alton	3424	Alton-Argyle	Alton Road	Birch Stream	Replacement	
Atkinson	930	Mccorrison	Range Road	Alder Stream	Replacement	
Bangor	860	Cook Bridge	Finson Road	Chase Brook	Replacement	
Blanchard Twp	939	Ames Bridge	Orth Road	Blackstone Brook	Replacement	
Blanchard Twp	940	Blackstone	Mountain Road	Blackstone Brook	Replacement	
Blanchard Twp	941	Blackstone Brook	Mountain Road	Blackstone Brook	Replacement	
Carmel	882	Haskell Bridge	Haskell Road	Black Stream	Removal	Yes
Clifton	5440	Otis Road	Route 180	Plank Brook	Replacement	
Corinna	2849	Thompson	Corinna-Dexter Tl Road	Outlet To Mower Pond	Replacement	Yes
Dexter	837	Pullen Bridge	Pullen Road	Kenduskeag Stream	Replacement	Yes
Dover-Foxcroft	933	Pratt Bridge	East Dover Road	Dagget Brook	Replacement	
Exeter	835	Atkins Bridge	Atkins Road	Allen Stream	Replacement	Yes
Garland	827	Crowell Bridge	Millet Road	Kenduskeag Stream	Removal	Yes
Herman	3560	Goodspeed	Black Stream Road	Black Stream	Replacement	
Kenduskeag	2975	Village	Town House Road	Kenduskeag	Improvement	Yes
Lee	871	Merrill	Mallets Mill Road	Mattakeunk Stream	Replacement	
Mattamiscontis Twp. (T1 R7 NWP)	3099	Mattamiscontis	Route 116	Mattamiscontis Stream	Future Replacement	

Local Bridges (continued)						
Medford	484	Piscataquis River	Tresel Road	Piscataquis River	Future Improvements	
Milo	954	Alder Brook Bridge	Desmond Road	Alder Stream	Replacement	
Newport	3170	Durham	Durham Bridge Road	Stetson Stream	Replacement	Yes
Orono	1799	Island Avenue	Island Avenue	Penobscot River Overflow	Replacement	Yes
Orono	1800	Shady Mill	Island Avenue	Penobscot River Overflow	Replacement	
Parkman	948	Packard Bridge	Smart Road	Packard Brook	Superstructure Replacement	
Stetson	819	Busiell Bridge	Route 143	Buzzell Stream	Replacement	Yes
Williamsburg Twp. (T6 R8 NWP)	916	Whetstone Bridge North	Third Class Road	Whetstone Brook	Replacement	
Willimantic	2995	Earleys	Earley's Camp Road	Wilson Stream	Replacement	Yes
Willimantic	3051	Monson Stream	Willimatic Road	Monson Stream	Replacement	
Extraordinary Bridges						
Old Town-Milford	2630	Old Town - Milford	US Route 2	East Channel-Penobscot River	Replacement	



Division 4

Town Boundaries

Arterials & Major Collectors

GIS-T Maine D.O.T.

State of Maine
Department of Transportation
Bureau of Planning,
Research, & Community Services
2000

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Division 4

Kennebec, Somerset, and Portions of Franklin Counties

Highway Reconstruction

Municipality	ID No.	Route/ Roadway	Location	Lgth km	Lgth Mi.
National Highway System/Principal Arterials					
Canaan	A867	Route 2/23	Beg. 0.18 km (0.1 miles) west of Merritt Street; easterly 1.34 km (0.8 miles) to Route 23 (east Jct.)	1.34	0.83
Canaan	A1255	Route 2	Beg. 1.50 km(0.9 mi) westerly of Route 23; easterly 1.00 km (0.6 miles) to 0.18 km (0.1 miles) west of Merritt Street	0.95	0.59
Canaan	A868	Route 2/23	Beg. at Route 23 (east Jct.); easterly 2.51 km (1.6 miles) to Carter Road	2.51	1.56
Canaan	A1256	Route 2	Beg. at Carter Road; easterly 1.58 km (1 miles) to the Pittsfield town line	1.58	0.98
Madison	PIN # 9196	Route 201	Beg. 0.16 Km (0.1 miles) north of the Skowhegan town line; northerly 2.64 Km (1.6 miles) to 1.21 Km (0.8 miles) north of Dill Easter Road	2.64	1.64
Minor Arterials					
Belgrade	A955	Route 27	Beg. at the West Belgrade Lakes Village Road; northerly 0.58 km (0.4 miles) to 0.03 km (0 miles) south of Belgrade Lakes Bridge #2063	0.58	0.36
Fairfield	PIN # 2731	Route 139	Beg. at the S/B off-Ramp of I-95; westerly 1.47 Km (0.9 miles) to 1.0 Km (0.6 miles) west of Ridge Road	1.47	0.91
Manchester to Augusta	PIN # 4270.10	Route 11/17/100/202	Beg. 0.48 Km (0.3 miles) east of the Granite Hill Road; easterly 2.61 Km (1.6 miles) to Smith Street	2.61	1.62
Norridgewock	A939	Route 139	Beg. 0.08 km (0.1 miles) southeast of Everett Road; northwesterly 0.85 km (0.5 miles) to Route 2	0.85	0.53
Norridgewock	A938	Route 139	Beg. 0.24 km (0.2 miles) northwest of Oosoola; northwesterly 0.64 km (0.4 miles) to 0.08 km (0.1 miles) southeast of Everett Road	0.64	0.40

Major Collector Corridors					
Augusta to Waterville	C106	Route 104	Beg. at Rte 201; north to Rte 11/100 **(Backlog mileage - 4.28 miles)**	28.16	17.49
Augusta	C121	Leighton Road	Beg. at Old Winthrop Road; northeast to Rte 27 **(Backlog mileage - 0.61 miles)**	4.52	2.81
Belgrade to Norridgewock	C93	Route 8	Beg. at Rte 27; north to Rte 2 **(Backlog mileage - 9.45 miles)**	30.24	18.75
Belgrade to Oakland	C96	Route 11	Beg. at Rte 8; north to Dunn Street **(Backlog mileage - 5.60 miles)**	9.21	5.72
China to Hampden	C244	Route 9	Beg. at Route 3; northeast to Route 202 **(Backlog mileage - 1.19 miles)**	77.46	48.11
Fairfield to Palmyra	C97	Route 11	Beg. at Rte 201; northeast to the N/B Off-Ramp I-95 **(Backlog mileage - 19.05 miles)**	41.25	25.62
Litchfield to Hallowell	C123	Hallowell/Litchfield Road	Beg. at Rte 9; northeast to Middle Street **(Backlog mileage - 9.67 miles)**	16.68	10.36
Manchester to Livermore Falls	C259	Route 17	Beg. at Rte 11/202; northwest to Rte 133 **(Backlog mileage - 3.23 miles)**	34.89	21.67
Manchester to Hallowell	C124	Winthrop Street	Beg. at Rte 11/202; southwest to Rte 201 **(Backlog mileage - 1.71 miles)**	6.99	4.34
New Vineyard to Anson	C265	Route 234	Beg. at Rte 27; east to Rte 8/201A **(Backlog mileage - 6.43 miles)**	18.02	11.20
Oakland to Smithfield	C110	Route 137	Beg. at Route 11; north to Route 8 **(Backlog mileage - 0.19 miles)**	10.24	6.36
Randolph to Chelsea	C119	Route 226	Beg. at Rte 27; east to Rte 17 **(Backlog mileage - 4.72 miles)**	8.86	5.50
Unity to Benton	C112	Route 139	Beg. at Rte 220; southwest to Rte 11/100 **(Backlog mileage - 6.03 miles)**	20.16	12.52
Windsor to China	C102	Route 32	Beg. at Rte 17; north to Rte 3 **(Backlog mileage - 6.48 miles)**	13.80	8.57

The current anticipated budget will allow for only 43 miles of Major Collector backlog to be constructed in Division 4 over the next six years

Rural Road Initiative

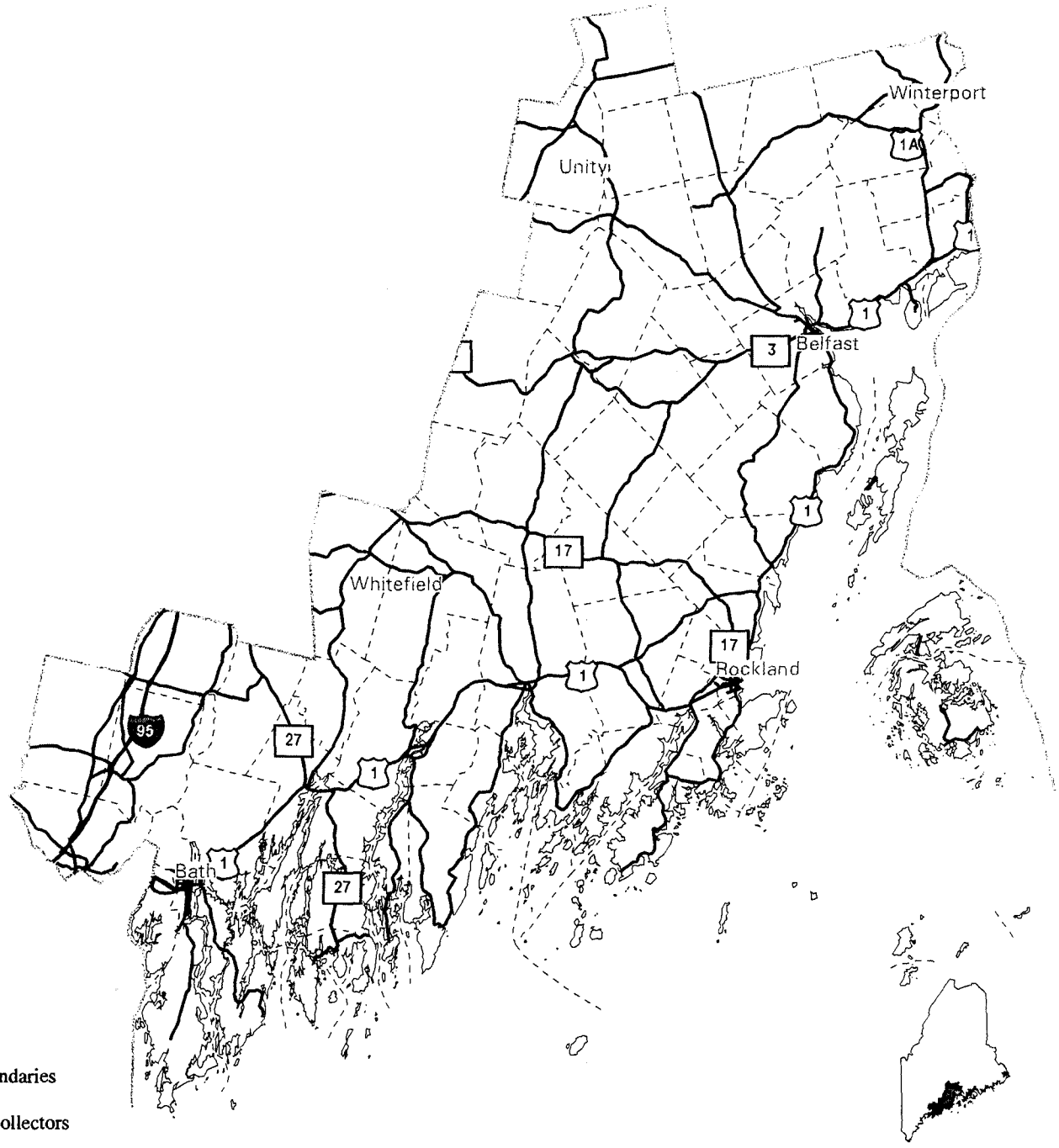
Municipality	Road Name	Municipality	Road Name	Municipality	Road Name
Minor Collectors					
Albion	Winslow Road.	Clinton	Hinkley Road.	Manchester	Rte 135
Albion	Hussey Road.	Clinton	Pleasant Street	Norridgewock	Airport Road.
Albion	S. Freedom Road	Clinton	River Road	Norridgewock	Childs Road
Anson	Embdem Pond Road	Embden	Cadies Crotch Road	Oakland	Webb Road
Anson	School Street	Embden	West Shore Road	Oakland	Middle Road
Benton	Gogan Road	Embden	Cross Town Road	Sidney	Bog Road
Benton	River Road & Benton Ave.	Fayette	Mosher Pond Road	Sidney	Lyons Road
Benton	Gogan Road	Hallowell	Middle Street	Sidney	Middle Road
Benton	Falls Road	Hallowell	Maple Street	St Albans	Dexter Road
Burnham	Troy Road	Litchfield	Thorofare Road	Waterville	Webb Road
China	Stanley Hill Road	Litchfield	Hallowell Road	Willimantic	N/A
China	Neck Road	Litchfield	Hardscrabble Road	Winslow	Garland Road
China	Weeks Mills Road	Litchfield	Center Road	Winthrop	Winthrop Center Road
		Litchfield	Plains Road	Winthrop	Stanley Road

Bridge Replacement/Rehabilitation

Municipality	ID No.	Bridge/ Bridge Name	Feature On	Feature Under	Scope	Safe Public Water Access Opportunity
State Bridges						
Anson	3726	Ice House	US 201A	Gilbert Brook	Replacement	
Anson	3920	Oliver Stream	Rte 234	Greenwood Stream	Replacement	
Augusta	5787	Bond Brook Northbound	I-95 Northbound	Bond Brook & Mt. Vernon Avenue	Paint	
Augusta	1466	Bond Brook Southbound	I-95 Southbound	Bond Brook & Bond Brook Road	Paint	
Augusta	3078	Father John J. Curran	Bridge Street	Kennebec River	Paint	
Augusta	5793	New Belgrade Northbound	I-95 Northbound	Routes 8/11/27	Improvement	
Augusta	1465	New Belgrade Southbound	I-95 Southbound	Routes 8/11/27	Improvement	

State Bridges (continued)						
Benton	5246	Jewett	Route 139	Jewett Brook	Replacement	Yes
Canaan - Pittsfield	2767	Sibley Pond	US 2	Sibley Pond	Future Replacement	
Canaan	3496	Haskell	Route 23	Haskell Brook	Replacement	Yes
Canaan	2602	New	Route 23	Carrabasset Stream	Future Replacement	Yes
Gardiner	2605	New Mills	Route 126	Cobbosseecontee Stream	Replacement	Yes
Hallowell	565	Second Street Bridge	Second Street	Maine Central Railroad	Superstructure Replacement	
Jackman	2583	Moose River	US 201	Moose River	Replacement	Yes
Johnson Mt. Twp. (T2 R6 BKP, WKR)	2876	Mountain Brook	US 201	Mountain Stream	Rehabilitate Culvert - Concrete Bottom	
Madison-Anson	2491	Bicentennial Memorial (Madison-Anson)	Rte 8/43/148/ 201A	Kennebec River	Paint	
Monmouth	2831	Tacoma Lake	Rte 9/126	Sand Pond Outlet	Wearing Surface	
Moscow	2133	Carney	US 201	Carney Brook	Replacement	
Norridgewock	2814	Storer Brook	Rte 8-201A	Storer Brook	Rehabilitation	
Readfield	3392	Intervale	Route 17	Intervale Brook	Replacement	Yes
Sandy Bay Twp. (T5 R3 NBKP)	5233	Kelley Brook 2	US 201	Kelly Brook	Replacement	
Sandy Bay Twp. (T5 R3 NBKP)	2428	Kelly	US 201	Kelly Brook	Replacement	
Skowhegan	2661	Perkins	Route 150	Cold Brook	Rehabilitate Culvert - Concrete Bottom	
Vassalboro	3092	Lombard	Route 32	Outlet Stream	Replacement	Yes
Waterville	5814	Oakland Road Northbound	I-95 Northbound	Route 11/137	Substructure Rehabilitation	
Waterville	1460	Oakland Road Southbound	I-95 Southbound	Route 11/137	Substructure Rehabilitation	
Waterville	495	Overpass	Marston Avenue	Maine Central Railroad	Future Replacement	
Wayne	3227	Main Street	Route 133	Mill Steam	Replacement	Yes
West Gardiner	6321	Route 126/I-95	Route 126	I-95	Paint	
Winslow	2960	Winslow	Route 100/137/201	Sebasticook River	Deck Replacement	

Local Bridges						
Albion	2389	Hussey	Mayo Road	15 Mile Stream	Replacement	Yes
Athens	1067	Drew	Boothby Road	Bog Brook	Replacement	Yes
Belgrade	5245	Crank	Route 135	Sanford Brook	Replacement	Yes
Burnham	3074	Mill	Pond Road	Meadow Brook	Replacement	Yes
Chelsea	2994	Togus Stream	Private Way	Togus Stream	Removal	
Chelsea	6115	Windsor Road	Windsor Road	Togus Stream	Replace Culvert - Slipline	Yes
Cornville	1026	Western	James Road	Paine Brook	Replacement	Yes
Embden	5536	Baron Brook	Embden Road	Baron Brook	Replacement	
Harmony	1022	Bailey	Wild Goose Road	Higgins Stream	Replacement	Yes
Litchfield	3591	Hatch	Pond Road	Ring Hill Brook (Potters Brook)	Replacement	Yes
New Sharon	407	Bullens Mill Bridge	Crystal Vail Road	Muddy Brook	Replacement	Yes
New Sharon	408	Swan Brook	Swan Road	Fillibrown Brook	Replacement	Yes
New Sharon	406	Weeks Mills Bridge	Horey Road	Muddy Brook	Replacement	Yes
Readfield	5692	Woolen Mill Bridge	Giles Road	Torsey Pond Outlet	Removal	Yes
Solon	1024	Williams	River Road	Michael Brook	Replace Culvert - Slipline	Yes
Vassalboro	3722	Scott Clark	Hannaford Hill Road	Outlet-Webber Pond	Replacement	Yes
Vienna	6409	Tower Road Bridge	Tower Road	Stetson Brook	Replacement	
Wellington	2920	Weeks	Kingsbury Road	Higgins Stream	Replacement	
West Gardiner	3331	Collins	Collins Mill Road	Cobossee Stream	Substructure Rehabilitation	Yes
Winslow	3228	Mile Brook	Garland Road	Mile Brook	Superstructure Replacement	
Extraordinary Bridges						
Augusta	5196	Augusta Memorial Bridge	Route 100/201/202	Kennebec River & Maine Coast Rail Road	Improvement	
Fairfield	1522	Kennebec River Center	Route 11/100/139	Kennebec River	Replacement	
Fairfield	1523	Kennebec River West	Route 100/11/139	Kennebec River	Replacement	
Fairfield-Benton	3106	Kennebec River East	Route 11/100/139	Kennebec River	Replacement	
Norridgewock	2187	Covered	Routes 201A / 8	Kennebec River	Improvement	



Division 5

Town Boundaries

Arterials & Major Collectors

GIS-T
Maine D.O.T.

State of Maine
Department of Transportation
Bureau of Planning,
Research, & Community Services
2000

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Division 5

Knox, Lincoln, Sagadahoc, and Waldo Counties

Highway Reconstruction

Municipality	ID No.	Route/ Roadway	Location	Lgth km	Lgth Mi.
National Highway System/Principal Arterials					
Camden	PIN # 1869.10	Route 1	Beg. at Route 52; northerly 2.8 Km (1.8 miles) to 0.32 Km (0.2 miles) north of State Park Road	2.83	1.76
Lincolnville	PIN # 6611	Route 1	Beg. 0.24 Km (0.2 miles) south of Route 173; northerly 2.03 Km (1.3 miles) to Johnson Road	2.03	1.26
Lincolnville to Northport	PIN # 6611	Route 1	Beg. at Johnson Road; northerly 2.13 km (1.3 miles) to 0.05 km (0 miles) north of Knights Pond Road	2.13	1.32
Thomaston	57	Route 1/131	Beg. 0.37 Km (0.2 miles) easterly of the Warren town line; easterly 3.33 Km (2.1 miles) to Pine Street	3.33	2.07
Thomaston	PIN # 8466	Route 1	Beg. 0.29 Km (0.2 miles) west of Old County Road; easterly 3.04 Km (1.9 miles) to 0.16 Km (0.1 miles) westerly of the Rockland town line	3.04	1.89
Major Collector Corridors					
Bath to Phippsburg	C152	Route 209	Beg. at Rte 1; south to Rte 217 **(Backlog mileage - 2.48 miles)**	17.21	10.69
Belfast to Dixmont	C250	Route 7	Beg. at Waldo Avenue; north to Rte 9/202 **(Backlog mileage - 4.29 miles)**	33.28	20.67
Bristol to Waldoboro	C132	Route 32	Beg. at Rte 130-north to Rte 1 **(Backlog mileage - 6.67 miles)**	31.63	19.77
Pittston to Jefferson	C253	Route 126	Beg. at Rte 27; east to Rte 32 **(Backlog mileage - 9.42 miles)**	25.23	15.67
Etna to Winterport	C251	Route 69	Beg. at Rte 143; southeast to Rte 1A **(Backlog mileage - 15.93 miles)**	31.52	19.58
Camden to Belfast	C134	Route 52	Beg. at the Northport Town Line to Route 1 **(Backlog mileage - 2.37 miles)**	28.03	17.41
Newcastle to Damariscotta	C129	Route 1B	Beg. at Route 1; easterly to Route 1 **(Backlog mileage - 2.54 miles)**	5.47	3.40
Rockland to St George	C135	Route 73	Beg. at Rte 1; southwest to Rte 131 **(Backlog mileage - 6.64 miles)**	17.29	10.74
St George to Thomaston	C143	Route 131	Beg. at start; north to Rte 1 **(Backlog mileage - 10.21 miles)**	22.73	14.12
Thomaston to Rockport	C161	Old County Road	Beg. at Rte 17; northeast to Rte 1 **(Backlog mileage - 0.88 miles)**	3.89	2.03

Major Collector Corridors (continued)						
Liberty to Unity	C257	Route 220	Beg. at Rte 3; north to Rte 9/202	**(Backlog mileage - 2.50 miles)**	30.28	18.81
Richmond	C266	Route 197	Beg. at Rte 24; northeast 0.45 mi	**(Backlog mileage - 0.45 miles)**	32.83	20.52
Waldoboro	C167	Main Street	Beg. at Rte 1; east to Rte 220	**(Backlog mileage - 1.65 miles)**	2.82	1.75
Waldoboro to Liberty	C156	Route 220	Beg. at Rte 1; north to Rte 3	**(Backlog mileage - 8.30 miles)**	16.34	10.09
Winterport to Brooks	C147	Route 139	Beg. at Rte 69; northwest to Route 7	**(Backlog mileage - 11.56 miles)**	18.73	11.56

The current anticipated budget will allow for only 40 miles of Major Collector backlog to be constructed in Division 5 over the next six years

Rural Road Initiative

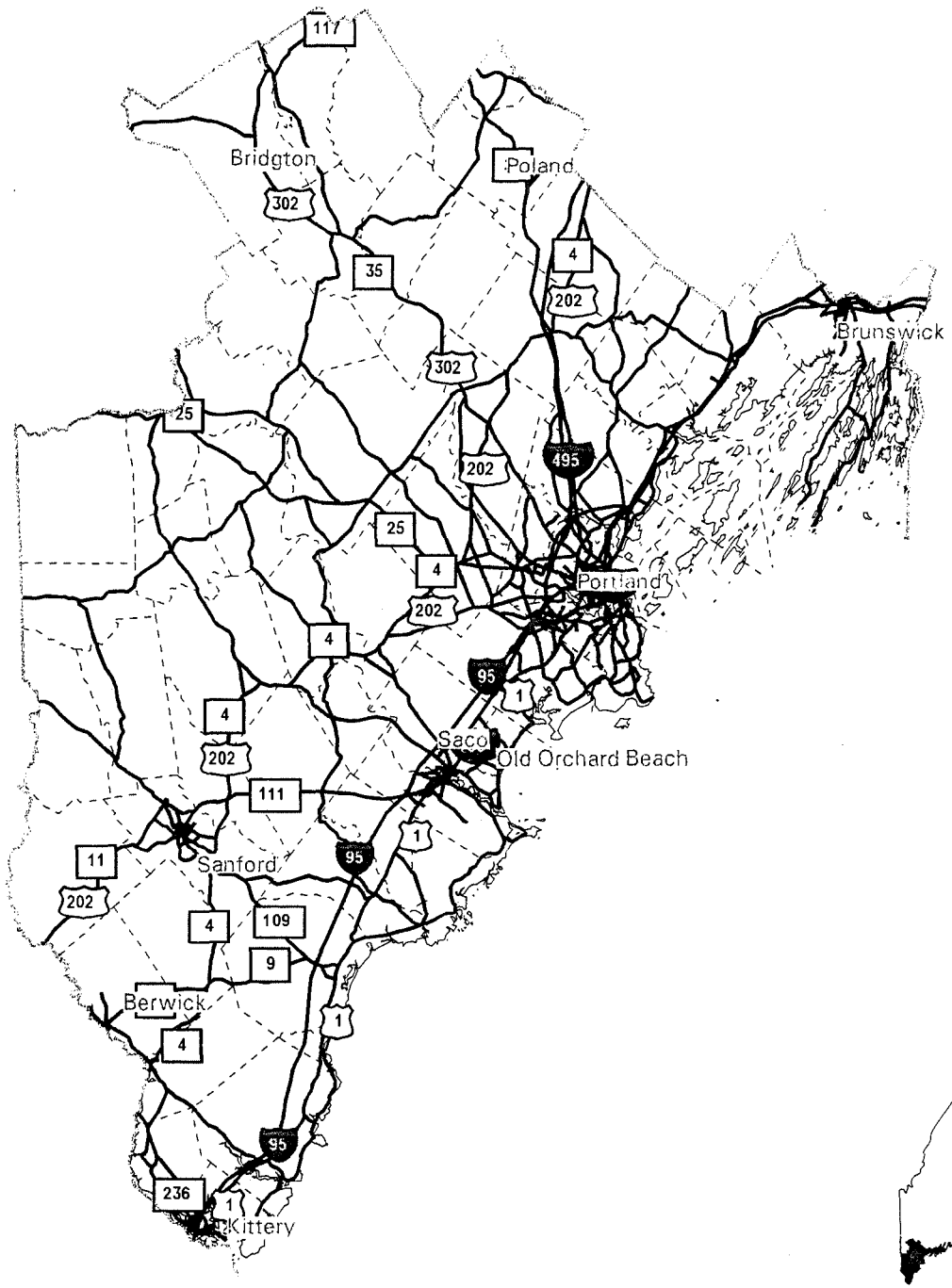
Municipality	Road Name	Municipality	Road Name	Municipality	Road Name
Minor Collectors					
Bath	Old Brunswick Road	Edgecomb	Eddy Road	Swanville	Curtis Road
Boothbay Harbor	McKnown Point Road	Islesboro	West Side Road	Swanville	East Side Road
Boothbay Harbor	Lakeside Drive	Newcastle	Mills Road	Swanville	Rte 141
Boothbay Harbor	Atlantic Avenue	Newcastle	River Road	Swanville	Rte 131
Boothbay Harbor	Union Street	Newcastle	Sheepscot Road	Swanville	Park Road
Bowdoinham	White Road	Newcastle	N/A	Thomaston	Buttermilk Lane
Bristol	Snowball Hill Road	Phippsburg	N/A	Thomaston	Wadworth Street
Bristol	Huddle Road	Phippsburg	N/A	Union	Wotton Mill Road
Bristol	Clark Cove Road	Richmond	Thorofare Road	Union	Common Road
Bristol	Fir Hollow Road	Richmond	Alexander Road	Union	Buzzel Hill Road
Bristol	N/A	Richmond	Reed Road	Union	Depot Street
Cushing	River Road	Rockport	Pascal Road	Unity	Prarie Street
Cushing	N/A	Rockport	Union Street	Waldoboro	Finntown Road
Cushing	Pleasant Point Road	Rockport	Central Street	Waldoboro	Friendship Road
Cushing	Finn Town Road	Rockport	Main Street	Waldoboro	Manktown Road.
Edgecomb	River Road	Searsport	Mt Ephraim Road	Waldoboro	Rte 235
Edgecomb	McKay Road	Searsport	No Searsport Road	Warren	Ridge Road.

Bridge Replacement/Rehabilitation

Municipality	ID No.	Bridge/ Bridge Name	Feature On	Feature Under	Scope	Safe Public Water Access Opportunity
State Bridges						
Bath	996	High St. Bridge	High Street	MDOT RR	Replacement	
Bath	989	Sewalls Farm	Cemetery Road	Railroad	Removal	
Boothbay	2376	Hodgdon	Rte 96	Tidal Basin	Replacement	
Bowdoinham	5397	Creek	Route 24	Bridge St Creek	Replacement	Yes
Bowdoinham	3273	Harwards Crossing	Route 24	MDOT RR	Replacement	
Camden	2794	Spring Brook	US 1	Spring Brook	Rehabilitation	Yes
Lincolnville	3194	Knights Hill	Route 52	Meservy Brook	Replacement	Yes
Lincolnville	2458	Lincolnville Beach	US 1	Frohock Brook	Replacement	
Lincolnville	3193	Pond	Route 52	Meservey Brook	Replacement	Yes
Lisbon-Topsham	2460	Little River	Route 196	Little River	Widen	Yes
Richmond	2002	Abagadasset	Route 197	Abagabassett River	Replacement	Yes
Richmond	3556	Haleys	Route 24	Wilmot's Brook	Replacement	Yes
Searsmont	2555	Mill	Route 131/ 173	Saint George River	Widen	Yes
South Thomaston	2425	Weskeag Bridge	Route 73	Weskeag River	Improvement	Yes
Topsham	1512	I95 Over MDOT RR, Southbound	I 95 Southbound	MDOT RR	Paint	
Unity	5811	Fowler Brook	US 202	Fowler Brook	Replacement	Yes
Vinalhaven	605	Main Street West	Main St	Mill Stream	Wearing Surface	
Waldoboro	2905	Wagner #2	Route 32	Hook Brook	Replacement	
Whitefield	5197	Albee Schoolhouse	Route 194	Albee Stream	Replacement	Yes
Winterport	3634	Plummer	Rte 139	Plummer Brook	Superstructure replacement	Yes
Local Bridges						
Alna-Newcastle	3899	Sheepscot	Sheepscot/Old County Rds	Sheepscot River	Replacement	Yes
Appleton	5529	North Appleton	Burkettville Road	St George River	Wearing Surface	
Appleton	581	Sherman Mills Bridge	Sleepy Hollow Road	Allen Brook	Replacement	Yes
Belfast	1122	Little	Sheppard Road	Warren Brook	Replacement	
Boothbay	2039	Barters Island	Barter Island Road	Back River	Fender System Evaluation	

Local Bridges (continued)						
Bowdoinham	977	Card Machine Bridge	Carding Machine Road	Abagadasset River	Replacement	Yes
Bowdoinham	3432	Lower Abagadasset	Browns Point Road	Abagadasset River	Substructure Rehabilitation	
Bowdoinham	1685	Upper Abagadasset Bridge	Spearin Drive	Abagadasset River	Replacement	Yes
Bristol	632	Hebert	Prentice Road	Pemaquid River	Replacement	
Bristol	633	Pemaquid	Town Way	Pemaquid River	Removal	
Brooks	5471	Hall	Valley Road	Meadow Brook	Replacement	Yes
Camden	755	Rollins Road Bridge	Rollins Road	Goose River	Replacement	Yes
Frankfort	2089	Boyd	Marsh Stream Road	Meadow Stream	Replacement	Yes
Friendship	599	Middle Bridge	Finntown (Dump) Road SA13	Goose River	Replacement	Yes
Liberty	1114	Valley Bridge	Valley Road	Sheepscot River	Replacement	Yes
Monroe	5538	Bickford	Jackson Road	N. Branch Marsh Stream	Wearing Surface	
Monroe	1127	Monroe Center Bridge	Back Road	Marsh Stream	Replacement	Yes
Monroe	2775	Smith	Route 139	Works Brook	Rehabilitate Culvert - Concrete Bottom	Yes
Montville	2144	Center Montville Bridge	Poors Mill Road	Bartlett Stream	Substructure Rehabilitation	
Montville	2544	Mehuren	Hannon Mchuren Road	Bartlet Stream	Replacement	Yes
Montville	2653	Peavey Bridge	Cellar Kitchen Road	Sheepscot River	Replacement	Yes
Newcastle	1530	Dyers	Old County Road	Sheepscott River	Replacement	Yes
Rockland	0596	Thomaston St.	Thomaston St.	Weskeag	Replacement	
Searsmont	1119	Jam Brook Bridge	Magog Road	Jam Brook	Rehabilitate Culvert - Concrete Bottom	Yes
Searsmont	1116	Thompson Bridge	Thompson Ridge Road	Thompson Brook	Rehabilitate Culvert - Concrete Bottom	
South Thomaston	5578	Spruce Head	Island Road	Atlantic Ocean	Future Replacement	
South Thomaston	6401	Buttermilk Lane	Buttermilk Lane	Weskeag	Replacement	
Union	6134	Fairgrounds Bridge	Fairgrounds Road	St George River	Rehabilitation	Yes
Union	5665	Stuart Bridge	Route 131	Stuart Brook	Replacement	Yes
Unity	1109	Farwells Mill Bridge	Berry Road	Sandy Stream	Superstructure Replacement	Yes
Warren	3784	Fuller	Western Road	Fuller Brook	Replacement	Yes
Whitefield	2175	Coopers Mills	Main Street	Sheepscot River	Rehabilitation	Yes

Local Bridges (continueds						
Whitefield	607	Leonards Bridge	South Hunts Meadow Road	W Branch Eastern River	Replacement	Yes
Winterport	3342	Lewis White	Rte 139	Grant Brook (Or Clark)	Replacement	Yes
Woolwich	994	Nequasset Brook	Nequasset Road	Nequasset Brook	Replacement	
Extraordinary Bridges						
Bath	3838	West Approach	US 1	MDOT - City Streets	Improvement	
Bath-Woolwich	3007	Carlton Bridge	US 1	Kennebec River/RR/Rte 127S	Rehabilitation	
Richmond-Dresden	2506	Maine Kennebec	Route 197	Kennebec River	Study for Improvements	Yes



Division 6

Town Boundaries

Arterials & Major Collectors

State of Maine
Department of Transportation
Bureau of Planning,
Research, & Community Services
2000

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Division 6

Cumberland and York Counties

Highway Reconstruction

Municipality	ID No.	Route/ Roadway	Location	Lgth km	Lgth Mi.
National Highway System/Principal Arterials					
Alfred	A1204	Route 4/202	Beg. at Route 111; northerly 0.89 km (0.6 miles) to 0.45 km (0.3 miles) south of Mountain Road	0.89	0.55
Bridgton	A316	Route 302	Beg. 0.11 Km (0.1 miles) east of Thompson Road; westerly 4.11 Km (2.5 miles) to the Fryeburg town line	4.11	2.55
Lyman to Hollis	A392	Route 4/202	Beg. 0.16 km (0.1 miles) north of Route 5; northeasterly 3.51 km (2.2 miles) to 0.29 km (0.2 miles) south of Bear Hill Road	3.51	2.18
New Gloucester to Poland	PIN # 3517.20	Route 26	Beg 0.32 km(0.2 Mi) north of Brackett Road; northerly 4.58 Km (2.9 miles) to Route 122.	4.60	2.86
Poland	A1311	Route 26	Beg. at Route 122; northwesterly 6.02 km (3.7 miles) to 0.24 km (0.2 miles) south of Flint Road	6.02	3.74
Poland	A371	Route 26	Beg. at Brown Road; northerly 1.72 km (1.1 miles) to 0.21 km (0.1 miles) south of the Mechanic Falls town line	1.72	1.07
Poland	A306	Route 26	Beg. 0.24 km (0.2 miles) south of Flint Road; northerly 0.81 km (0.5 miles) to Brown Road	0.81	0.50
Sanford to Alfred	PIN # 9187	Route 4A/202	Beg at Boyd Street; northeasterly 3.28 Km (2.0 miles) to 0.77 Km (0.5 miles) west of Bennett Road	3.28	2.04
Minor Arterials					
Berwick	A1224	Route 236	Beg. at the So. Berwick town line; northerly 0.56 km (0.4 miles) to Road #2195	0.56	0.35
Biddeford	A603	Route 1	Beg. at Grayson Street; northeasterly 0.87 km (0.5 miles) to Beaudion Ave	0.87	0.54
Cornish	PIN # 9185	Route 25	Beg. 0.31 km (0.2 miles) east of Route 117; westerly 0.71 km (0.4 miles) to the east Jct. of Route 5	0.71	0.44
Falmouth	PIN # 9188	Route 26/100	Beg. at the Leighton Road; northerly 1.72 km (1.1 miles) to Libby Bridge #2457	1.72	1.07
Limington to Cornish	PIN # 9185	Route 25/117	Beg. at Route 11; northwesterly 11.11 km (6.9 miles) to 0.31 km (0.2 miles) east of Route 117	11.11	6.90
Ogunquit	A2237	Route 1	Beg. At York town line - extending northerly 3.7 km (2.3 mi) to Wells town line.	3.68	2.30

Major Collector Corridors						
Brunswick to Harpswell	C138	Route 123	Beg. at Route 24; south to end	**(Backlog mileage - 10.71 miles)**	21.99	13.66
Cornish to Fryeburg	C171	Route 5	Beg. at Rte 25; northeast to Rte 302	**(Backlog mileage - 0.75 miles)**	32.68	20.30
Freeport to Durham	C271	Route 136	Beg. at Rte 1; northwest to the Auburn C/L.	**(Backlog mileage - 2.74 miles)**	20.59	12.71
Gorham to Sebago	C194	Route 114	Beg. at Rte 25; north to Rte 11	**(Backlog mileage - 9.37 miles)**	26.39	16.39
Gray to Yarmouth	C196	Route 115	Beg. at Rte 4; southeast to Rte 88	**(Backlog mileage - 7.06 miles)**	18.22	11.25
Lyman to Hollis	C180	Route 35	Beg. at Rte 111; north to Rte 4	**(Backlog mileage - 7.03 miles)**	14.10	8.76
Kennebunk to Lyman	C179	Route 35	Beg. at Rte 1; north to Rte 111	**(Backlog mileage - 7.59 miles)**	14.72	9.14
Saco to Buxton	C191	Route 112	Beg. At Rte. 1; north to Rte.4/202	**(Backlog mileage - 6.62 miles)**	14.43	8.96
Saco to Cornish	C170	Route 5	Beg. at Elm Street; north to Rte 25	**(Backlog mileage - 9.27 miles)**	54.31	33.53
Sebago to Naples	C177	Route 11/114	Beg. at Rte 114-north to Rte 302	**(Backlog mileage - 6.72 miles)**	14.96	9.35
Standish to Baldwin	C192	Route 113	Beg. at Rte 25; north to Rte 5	**(Backlog mileage - 0.62 miles)**	19.64	12.20
Standish to Windham	C182	Route 35	Beg. at Rte 25; north to Rte 302	**(Backlog mileage - 3.73 miles)**	14.57	9.05
Windham	C206	River Road	Beg. at the Westbrook town line; north to Rte 302	**(Backlog mileage - 8.44 miles)**	15.75	9.78

The current anticipated budget will allow for only 43 miles of Major Collector backlog to be constructed in Division 6 over the next six years

Rural Road Initiative

Municipality	Road Name	Municipality	Road Name	Municipality	Road Name
Minor Collectors					
Berwick	Hubbard Road	Freeport	South Freeport Road	Sanford	New Dam Road
Biddeford	West Street	Freeport	Flying Point Road	Sanford	New Dam Road
Biddeford	South Street	Freeport	Bow St	Waterboro	West Road
Bridgton	N/A	Gorham	Rte 112	Waterboro	Town House Road
Bridgton	N/A	Harpswell	Cundy Harbor Road	Waterboro	S Waterboro Road
Bridgton	South High Street	Kittery	Haley Road.	Wells	Littlefield Road
Bridgton	N/A	Lyman	S. Waterboro Road	Wells	Rte 9A
Bridgton	N/A	Mechanic Falls	Main Street	Windham	Windham Center Road
Bridgton	Knights Hill Road	New Gloucester	Bald Hill Road	Windham	Falmouth Road
Buxton	Rte 4A	North Yarmouth	North Road	Windham	Windham Ctr Road
Buxton	Rte 112	Otisfield	Bolsters Mills	Yarmouth	Prince Point Road

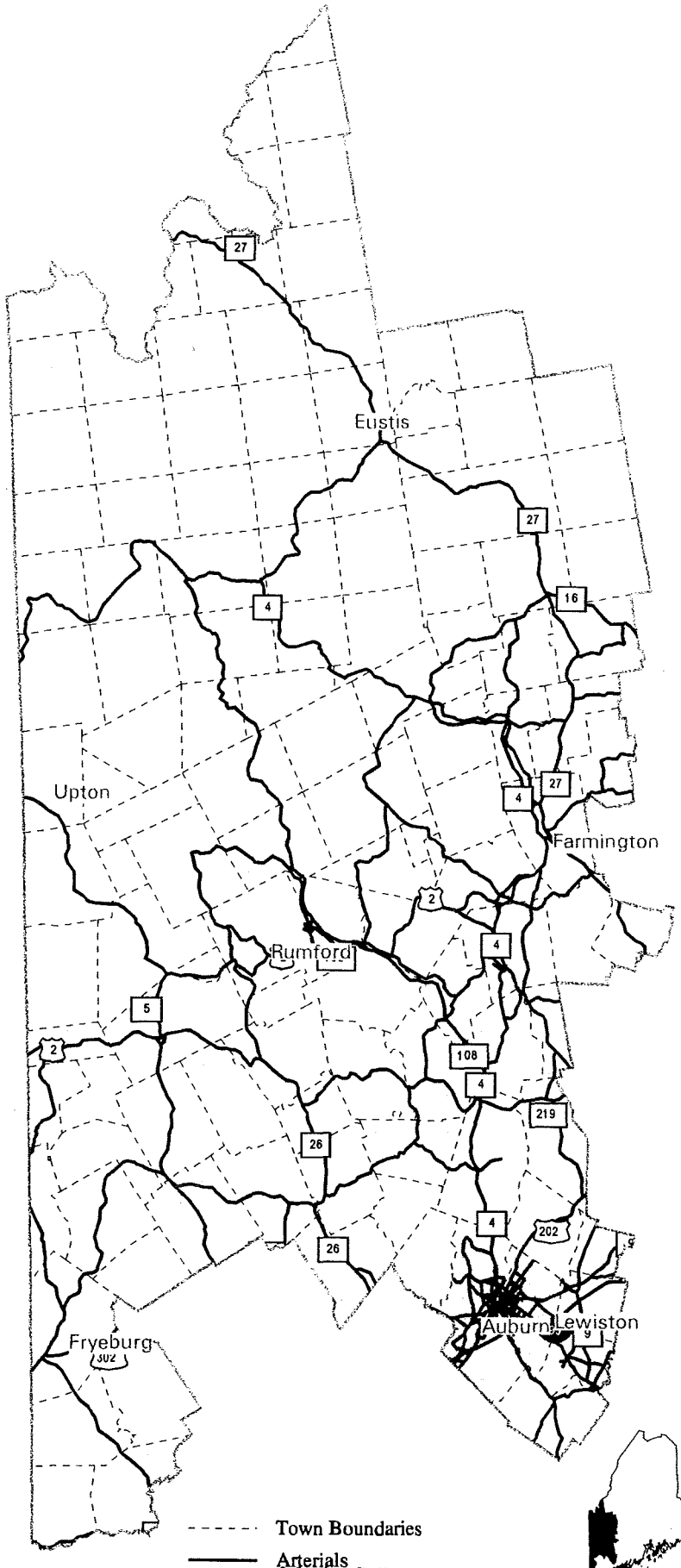
Minor Collectors (continued)					
Buxton	Long Plains Road	Otisfield	N/A	Yarmouth	North Street
Cumberland	Blanchard Road	Poland	Poland Corner	Yarmouth	Main Street
Cumberland	Skillings Road	Poland	Meguire Hill	Yarmouth	East Elm Street
Cumberland	Tuttle Road	Poland	Harris Hill Road	Yarmouth	Cousins Island Road
Cumberland	Kings Highway	Poland	Empire Road	Yarmouth	Gilman St
Dayton	South Street	Raymond	Meadows Road	York	Beech Ridge Road
Falmouth	Babbidge Road	Raymond	Webbs Mill Road	York	Railroad Ave

Bridge Replacement/Rehabilitation

Municipality	ID No.	Bridge/ Bridge Name	Feature On	Feature Under	Scope	Safe Public Water Access Opportunity
State Bridges						
Brunswick	5685	Durham Road	Durham Road	I-95		
Brunswick	6267	River Road	River Road	I-95	Paint	
Brunswick	6032	Cooks Corner	Connector	US 1 N&SB	Paint	
Cumberland	2233	Doughty	Rte 26/100	Piscataqua River	Replacement	Yes
Fryeburg	2464	Little Pond	US 302	Little Pond	Replacement	
Gorham-Windham	1009	Babbs	Hurricane Road	Presumpscot River	Rehabilitation	Yes
Harpswell	2033	Bailey Island Bridge	Route 24	Wills Strait	Improvement	
Harpswell	445	Strawberry Cove	Dority Road	Strawberry Cove	Replacement	
Harrison-Otisfield	238	Ryefield Bridge	Bow St	Crooked River	Rehabilitation	Yes
Hollis	5297	Killick	Route 117	Killick Brook	Replacement	Yes
Hollis-Standish	2190	Bonny Eagle Covered	Route 35	Saco River	Replacement	Yes
Kennebunk-Arundel	2041	Bartlett	US 1	Kennebunk River	Improvement	Yes
Kittery	6276	236 Over I-95	Route 236	I-95	Paint	
Kittery	6278	Ramp J Bridge	Northbound Ramp I-95 To US1	Bypass 1/ Ramp M	Paint	
Lebanon	5650	Keay	US 202/11	Keay Brook	Rehabilitate Culvert - Concrete Bottom	
Limerick	5857	Pendexter	Route 11	Pendexter Brook	Replacement	Yes

State Bridges (continued)						
Limington-Cornish	3024	Tannery	Route 25/117	Douglas Brook	Rehabilitate Culvert - Concrete Bottom	
New Gloucester	248	Penny Road / MCRR	Penney Road	Maine Central Railroad	Replacement	
Poland	2550	Middle Range	Route 26	Middle Range Lake	Replace - Link Replacement With Corridor Improvement	Yes
Portland	5933	I-295 Over Veranda St.	I-295	Veranda St / US 1	Rehabilitation	
Portland	6299	Preblestreet	I-295	Preble Street Extension	Paint	
Portland	5052	Veranda St. Overpass	Veranda Street	CNRR	Improvement	
Pownal	5644	Dyer	Elmwood Road	E Branch Royal River	Replacement	
Pownal	193	Kushman Bridge	Chadsey Road	Chandler Brook	Replacement	Yes
Pownal	199	Snow Bridge	Elmwood Road	Thoits Brook	Replace Culvert - Slipline	
Scarborough	2240	Dunstan	US 1	Dunstan River	Replacement	
Scarborough	5260	Pine Point Crossing	Route 9	B&M RR	Future Replacement	
South Berwick	3027	Landing	Route 4	Salmon Falls River	Wearing Surface	
South Berwick	5700	Salmon Falls	Main Street	Salmon Falls River	Wearing Surface	
South Portland	6273	I-295 Northbound / SR 703	I-295 Northbound	MTA Connector	Paint	
South Portland	1513	I-295 Southbound / SR 703	I-295 Southbound	MTA Connector	Paint	
South Portland	6272	Northbound US1 Connector Over SR703	Rt 1 Connector Northbound	MTA Connector	Paint	
South Portland	1502	Southbound US1 Connect Over SR703	Rt 1 Connector Southbound	MTA Connector	Paint	
Standish	5926	Station 135	Route 114	Rich Mill Brook	Replacement	
Standish	3093	Tucker Brook	Route 11/113	Tucker Brook	Replacement	Yes
Waterboro	3829	Carpenter	US 202 / 4	Carpenter Brook	Rehabilitate Culvert - Concrete Bottom	Yes
Windham	6243	Black Brook Bridge	River Road	Black Brook	Replace Culvert - Slipline	
Windham-Gorham	2787	South Windham	Routes 202 / 4	Presumpscot River	Improvement	Yes
York	3202	New	Route 103	York River	Future Replacement	Yes
York	2715	Rice's	US 1	York River	Replacement	Yes
Local Bridges						
Baldwin	224	Bowers Bridge	Stanton Road	Breakneck Brook	Replacement	Yes
Baldwin	261	Burnells Mill	Dearborn Road	Breakneck Brook	Replacement	Yes

Local Bridges (continued)						
Baldwin	225	New Road	Davis Road	Breakneck Brook	Replacement	Yes
Berwick	1231	Keay Brook	Ridlon Road	Keay Brook	Replacement	Yes
Berwick	5730	Webster	Hubbard Road	Keay Brook	Replacement	Yes
Bridgton	218	Willett Brook	Willett Road	Willett Brook	Superstructure Replacement	Yes
Dayton-Hollis	5259	Leavitt	Dyer (Hollis) Road	Cooks Brook	Replacement	Yes
Gorham	230	Files Bridge	Files Road	Breakheart Brook	Replacement	Yes
Gray	244	Mayall	Mcguire Road	Collyer Brook	Replacement	Yes
Harrison	3345	Scribner'S Bridge	Scribners Mill Road	Crooked River	Improvement	Yes
Kennebunk-Arundel	6049	Durrells	Durrells Bridge Road	Kennebunk River	Paint	
Kennebunkport	6107	Beaver Pond Creek	Biddeford Road	Beaver Pond Creek	Replacement	
Kennebunkport	5981	Dyke	Dyke Road	East Branch Batson River	Replacement	
Lebanon	5162	Milton	Prospect Road	Salmon Falls	Future Replacement	
Limerick	1200	Hosac Stream	Stone Road	Hosac Brook	Replacement	Yes
New Gloucester	3394	Upper Gloucester Bridge	Bald Hill Road	Royal River	Replacement	Yes
Ogunquit	3492	Ogunquit Beach	Beach St.	Ogunquit River	Replacement	Yes
Ogunquit-Wells	1252	Dickens Hill Bridge	North Village Road	Ogunquit River	Replacement	Yes
Pownal	0192	Sweetster Bridge	Sweetster Road	Chandler Brook	Replacement	
Sebago	223	Folly Road Bridge	Folly Road	Northwest River	Replacement	Yes
Shapleigh-Newfield	1198	Hargrave	Balch Mill Road	Little Ossipee River	Replacement	Yes
South Berwick	1245	Hooper Mill	Bell Marsh Road	Hooper Brook	Replacement	Yes
Wells	3175	Island Ledge Road	Mile Road	Webhannet River	Future Replacement	Yes
Westbrook	3987	Little	E Bridge Street	Mill Brook	Replacement	
Windham	302	Black Brook Bridge	Swett Road	Black Brook	Replacement	
Yarmouth	6135	Little Johns Island	Talbot Road	Casco Bay	Replacement	
York	1246	Cooks Bridge	Birch Hill Road	York River	Replacement	Yes
Extraordinary Bridges						
Kittery	2546	Memorial Bridge	US 1	Piscataqua River	Rehabilitation	



Division 7

State of Maine
Department of Transportation
Bureau of Planning,
Research, & Community Services
2000

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Division 7

Androscoggin, Franklin and Oxford Counties

Highway Reconstruction

Municipality	ID No.	Route/ Roadway	Location	Lgth km	Lgth Mi.
National Highway System/Principal Arterials					
Bethel	PIN # 9184	Route 2	Beg. at Barker Road; easterly 1.37 km (0.9 miles) to 0.69 km (0.4 miles) west of Annis Road	3.62	2.25
Bethel	PIN # 9184	Route 2	Beg. 0.69 km (0.4 miles) west of Annis Road; easterly 1.9 km (1.2 miles) to Route 5	3.03	1.88
Dixfield	A139	Route 2/17	Beg. at Hall Hill Road; easterly 3.61 km (2.2 miles) to the Canton Point Road	3.61	2.24
Dixfield	A1251	Route 2/17	Beg. at Canton Point Road; easterly 1.74 km (1.1 miles) to Porter Road	1.74	1.08
Dixfield	A1252	Route 2/17	Beg. at Porter Road; easterly 2.67 km (1.7 miles) to Holman Road	2.67	1.66
Fryeburg	A232	Route 302	Beg. at Bridge Street; westerly 1.84 km (1.1 miles) to the New Hampshire State Line	1.90	1.18
Fryeburg	A1378	Route 302	Beg. 0.08 km (0.1 miles) west of Walkers Bridge #2908; northwesterly 3.46 km (2.2 miles) to 0.45 km (0.3 miles) east of Pine Street	3.46	2.15
Gilead	PIN # 9184	Route 2	Beg. 0.64 Km (0.4 miles) east of the New Hampshire S/L; easterly 10.85 Km (6.7 miles) to 0.31 Km (0.2 miles) west of Bog Road	2.83	1.76
Jay	A1258	Route 4/17	Beg. at Pineau Street; northerly 2.00 Km (1.2 miles) to 0.19 Km (0.1 miles) south of Tweedie Street	2.00	1.24
Livermore	PIN # 3513.01	Route 4/108	Beg. at the westerly Jct. of Route 108; northeasterly 4.97 Km (3.1 miles) to 0.81 Km (0.5 miles) south of Old Canton Road	4.97	3.09
Livermore Falls to Jay	A145	Route 4/17	Beg. at Bridge Street; northerly 1.77 km (1.1 miles) to Pineau Street	1.77	1.10
Mexico to Dixfield	A2262	Route 2	Beg. at Hammonds Ferry Road; easterly to High Street	0.42	0.26
Oxford	A242	Route 26	Beg. 0.31 Km (0.2 miles) north of the northerly Jct of Route 121; northerly 1.61 Km (1.0 miles) to 0.95 Km (0.6 miles) south of Industrial Drive	1.61	1.00
Oxford	A1313	Route 26	Beg. 0.95 km (0.6 miles) south of Industrial Drive; northwesterly 1.64 km (1 miles) to Skeetfield Road.	1.64	1.02
Woodstock	A218	Route 26	Beg. at Dudley Road; westerly 1.53 km (1 miles) to Rumford Ave	1.53	0.95

Minor Arterials					
Chain Of Ponds Twp to Coburn Gore Twp	A1318	Route 27	Beg. at Clearwater Bridge #3268; northwesterly 14.14 km (8.8 miles) to the Canadian Border	14.14	8.78
Farmington	PIN # 9179	Route 4/27	Beg. at Belcher Street; northerly 1.72 km (1.1 miles) to Partridge Road (S)	1.72	1.07
Farmington	PIN # 9179	Route 4/27	Beg. at Partridge Road (S); northerly 1.34 km (0.8 miles) to 0.35 km(0.2 mi) south of Route 27	1.34	0.83
Kingfield	A150	Route 16/27	Beg. 1.47 km (0.9 miles) north of Tufts Pond Road; southerly 3.56 km (2.2 miles) to Route 16 & 27	3.56	2.21
Madrid to Sandy River Plt	A1261	Route 4	Beg. 0.12 km(0.1 mi) south of the Twp E T/L at Road 794; northwesterly 6.18 km (3.8 miles) to 4.54 km (2.8 miles) north of the E Twp townline	6.18	3.84
Minot to Auburn	PIN # 9183	Route 11/121	Beg. 0.11 Km (0.1 miles) south of Route 119; southeasterly 3.56 Km (2.2 miles) to Hatch Road	3.56	2.21
Norway	A239	Route 117	Beg. 0.55 km (0.3 miles) northeast of Ottis Gore Road; northerly 4.57 km (2.8 miles) to 0.24 km (0.2 miles) south of Route 118	4.57	2.84
Oxford	A241	Route 121	Beg. at the south Jct of Route 26; easterly 2.37 km (1.5 miles) to the Sam Bridge Road #1	2.37	1.47
Phillips	PIN # 9205	Route 4	Beg. 1.19 Km (0.7 miles) mile north of the southerly Junction of Route 142; northerly 6.05 Km (3.8 miles) to Road 514	6.05	3.76
Turner to Leeds	A213	Route 219	Beg. at Route 108; easterly 3.56 km (2.2 miles) to the westerly Jct of Route 106	3.56	2.21
Major Collector Corridors					
New Vineyard to Anson	C265	Route 234	Beg. at Rte 27; east to Rte 8/201A **(Backlog mileage - 6.43 miles)**	18.02	11.20
Farmington to Cornville	C261	Route 43	Beg. at Rte 4; northeast to Rte 150 **(Backlog mileage - 20.59miles)**	55.74	34.62
Leeds to Livermore Falls	C219	Route 106	Beg. at Rte 11/202; north to Rte 133 **(Backlog mileage - 7.94 miles)**	22.78	14.15
Livermore to Jay	C235	Crash/Riley Road	Beg. at Rte 4; north to Rte 4 **(Backlog mileage - 1.10 miles)**	7.07	4.39
Mexico to Rangeley	C217	Route 17	Beg. at Rte 2; north to Rte 4 **(Backlog mileage - 16.13 miles)**	57.56	35.75
Newry to Upton	C218	Route 26	Beg. at Rte 2; northwest to the New Hampshire S/l **(Backlog mileage - 7.02 miles)**	35.48	22.04
Paris to Turner	C220	Route 117	Beg. at Rte 26; east to Upper Street **(Backlog mileage - 18.52 miles)**	30.61	19.01
Rangeley to Eustis	C215	Route 16	Beg. at Rte 4; northeast to Rte 27 **(Backlog mileage - 6.49 miles)**	30.29	18.82
Readfield to Farmington	260	Route 41	Beg. at north jct. of Rte 17; north to Rte 2 **(Backlog mileage - 15.77 miles)**	29.33	18.22
Rumford to Andover	C213	Route 5	Beg. at Rte 2; north to Rte 120 **(Backlog mileage - 3.68 miles)**	17.28	10.73
West Paris to Turner	C231	Route 219	Beg. at Rte 26; east to Rte 4 **(Backlog mileage - 4.49 miles)**	32.10	19.94
Wilton to Weld	C230	Route 156	Beg. at Rte 2; northwest to Rte 142 **(Backlog mileage - 8.05 miles)**	23.22	14.42

The current anticipated budget will allow for only 55 miles of Major Collector backlog to be constructed in Division 7 over the next six years

Rural Road Initiative

Municipality	Road Name	Municipality	Road Name
Minor Collectors			
Farmington	Knowlton Corner Road	Oxford	West Poland Road
Farmington	Temple Street	Paris	Hebron Street
Farmington	Mill Street	Paris	High Street
Farmington	Rte 43	Phillips	Main Street
Fryeburg	N/A	Rumford	Milton Road
Fryeburg	River Road	Rumford	Intervale Road
Fryeburg	Rte 113	Rumford	S. Rumford Road
Fryeburg	Stow Road	Rumford	Wyman Hilll Road
Hiram	South Hiram Road	Sumner	Greenwood Road
Hiram	Rte 117	Sumner	Black Mountain Road
Lovell	Harbor Road	Sweden	N/A
Lovell	Shave Hill Road	West Paris	High Street
Lovell	West Lovell Road	West Paris	Main Street
Newry	Sunday River Road	West Paris	Greenwood Road

Bridge Replacement/Rehabilitation

Municipality	ID No.	Bridge/Bridge Name	Feature On	Feature Under	Scope	Safe Public Water Access Opportunity
State Bridges						
Auburn	3338	Littlefields	Hotel Road	Little Androscoggin River	Replacement	Yes
Brownfield	5860	New Ten Mile Brook	Route 5/113	Ten Mile Brook	Replacement	Yes
Buckfield	5409	Irish	Route 117	Bog Brook	Replacement	Yes
Canton	2312	Gilbertville	Rte 140	Androscoggin River	Replacement	Yes
Coplin Plt	3070	Nash	Route 16	Nash Stream	Replacement	Yes
Farmington	2311	Gilbert Brook	US2 / 27	Cascade Brook	Replace Culvert - Slipline	
Jay	6125	Allen Brook	Riley Road	Allen Brook	Replacement	
Kingfield	5053	Norton	Routes 16/ 27	W. Branch Carrabassett River	Improvement	Yes

State Bridges (continued)						
Leeds	2290	Foss	Route 219	Dead River	Replacement	Yes
Leeds	5001	Johnson	Route 11/100/202	Johnson Stream	Replace Culvert - Slipline	Yes
Leeds	3214	North Turner East	Rte 219	Androscoggin River	Replacement	Yes
Lewiston	54	Riverside St Bridge	Riverside Street	MCRR	Improvement	
Lincoln Plt	1005	Bennett	Little Hale Road	Magalloway River	Rehabilitation	
Lisbon	5004	Barker Brook No. 1	Ridge Street	Barker Brook	Rehabilitate Culvert - Concrete Bottom	
Lisbon	2733	Sabattus Stream	Route 196	Sabattus Stream	Superstructure Replacement	
Livermore	2103	Brettuns Pond	Route 4	Brettuns Pond	Replacement	Yes
Livermore	3463	Martin Stream No 1	Route 108	Martin Stream	Wearing Surface	
Mexico-Dixfield	2917	Webb River	US 2	Webb River	Replacement	Yes
New Portland	3383	Wire Bridge	Wire Bridge Road	Carrabasset River	Rehabilitation	
Newry	2094 .	Branch Brook	Route 26	Branch Brook	Replacement	Yes
Rumford	5931	Haverhill	Congress Street	Mill Yard	Removal	
Rumford	5310	Scotty Richardson	Route 120	Richardson	Replacement	Yes
Salem	2565	Mill Pond	Rte 142	Mill Stream (W Branch Carrabassett River)	Replacement	
Turner-Leeds	1474	North Turner West	Rte 219	Androscoggin River	Replacement	Yes
Local Bridges						
Andover	649	Learned Bridge	Sawyer Road	Sawyer Brook	Replacement	Yes
Auburn	75	Brown	Browns Crossing Road	Royal River	Replacement	Yes
Auburn	73	Gardiner	Perkins Ridge Road	Lapham Brook	Replacement	Yes
Auburn	74	Helm Bridge	Browns Crossing Road	Royal River	Replacement	Yes
Brownfield	734	Littlefield Bridge	Sam Brown Hill Road	Blake Brook	Replacement	Yes
Brownfield	715	Smith Bridge	Farnsworth Road	Little Saco River	Replacement	Yes
Byron	652	Beaver Brook	Hedgehog Hill Road	Beaver Brook	Replacement	Yes
Denmark	716	Warren Bridge	Wilton-Warren Road	Warren Brook	Replacement	Yes
Durham	6006	Runaround	Runaround Pd Road	Runaround Pond Outlet	Replacement	
Farmington	416	Webster Bridge	Webster Road	Wilson Stream	Removal	Yes
Gilead	2452	Leary	North Road	Leary Brook	Replacement	Yes
Greene	21	Bridge	Lane Road	Stevens Brook	Replacement	
Greene	22	Haley	College Road	Little Stetson Brook	Replacement	Yes
Greene	23	Stevens	College Road	Stevens Brook	Replacement	Yes

Local Bridges (continued)						
Hartford-Sumner	694	East Branch	Labrador Pond Road	East Branch Nezinscot River	Removal	Yes
Hebron	2800	Hebron Station	Hebron Station Road	Bog Brook	Replacement	Yes
Hiram	766	Lock Bridge	Wards Hill Road	Hancock Brook	Replacement	Yes
Hiram	786	Rankins Mill	Rankins Mill Road	Hancock Brook	Replacement	Yes
Industry	375	Seavey Bridge	Rte 148	Fish Brook	Replacement	
Lewiston	0092	Hamel Road	Hamel Road	Stetson Brook	Replacement	
Lisbon-Topsham	991	Edgecomb Bridge	Edgecomb Road	Little River	Replacement	Yes
Lovell	731	Foster	Fern Drive	Kezar River	Replacement	Yes
Madrid	422	Hinckley	Beech Hill Road	Saddleback Stream	Replacement	Yes
Newry	760	Paine Bridge	Chase Hill Road	Paine Brook	Replacement	
Norway	796	Beal St. Bridge	Beal Street	Tannery Brook	Replacement	
Norway	801	Bridge St. Bridge	Bridge Street	Pennesseewassee Stream	Replacement	
Paris	708	Bretts Bridge	Brett Hill Road	Stony Brook	Replacement	Yes
Peru	806	Arnold	Pleasant Street	Spears Stream	Replacement	Yes
Peru	781	Mary Turner Road	Mary Turner Road	Spears Stream	Replacement	Yes
Riley Twp. (TA 1)	5855	Bull Branch	Bear Mountain Road	Bull Branch	Replacement	Yes
Riley Twp. (TA 1)	792	Bull Branch #2	Bear Mountain Road	Bull Branch	Replacement	Yes
Riley Twp. (TA 1)	650	Miles Notch Bridge	South Pass Road	Sargent Brook	Replacement	Yes
Sumner	693	Labrador Pond Outlet Bridge	Brook School Road	Labrador Pond Outlet	Replacement	Yes
Sumner	699	Robins Bridge	Barrows Road	Pleasant Pond Outlet	Replacement	Yes
Temple	392	Conant	Jenkins Road	Conant Brook	Replacement	Yes
Temple	411	Drury Pond	Dennison Road	Drury Pond Outlet	Replacement	Yes
Temple	415	Varnum Stream Bridge	Varnum Pond Road	Varnum Stream	Replacement	Yes
Turner	19	Rickers Bridge	Ricker Hill Road	Martin Stream	Replacement	Yes
Upton	3090	Andover Dam Bridge	East B Hill Road	Cambridge River	Replacement	Yes
Wales	10	Ham Bridge	Avenue Road	Minwah Brook	Replacement	Yes
Washington Twp	6380	Wilson Stream	Town Way	Wilson Stream	Replacement	Yes
Weld	399	West Brook Bridge	West Brook Road	West Brook	Removal	Yes
Wilton	6379	Library Access	Goodspeed Street	Wilson Stream	Replacement	

APPENDIX B

Air Transportation Projects

Air Transportation Projects

Funding for the aviation program is currently in transition. AIR-21 has the potential to increase the total Federal Aviation funding for Maine programs from around $5.5 million to over $14 million. Although AIR-21 authorized funding at the higher level, funds have not yet been appropriated for the program. We anticipate appropiations near the AIR-21 levels, and have based this plan on that assumption. If appropriations are significantly lower than expected some of the work here will be deferred to later planning periods.

Municipality	Scope
Division 1	
Caribou	Obstruction removal
Frenchville	Identify and remove obstructions, update electrical vault
Houlton	Identify and remove obstructions, Master Plan Update, reduce runway 5/23 to 100' wide, install high intensity runway lights, SRE-purchase snow blower
Presque Isle	Reconstruct runway 1/19, replace wind cone, relocate Missile Street, rehabilitate taxiways A and N, SRE-replace snow removal equipment, land acquisition

Division 2	
Bar Harbor	Expand and rehabilitate aprons, identify and remove obstructions, reconstruct taxiway C
Eastport	Reconstruct taxiway and apron, identify and remove obstructions, Master Plan Update
Machias	Relocate terminal area, remove obstructions
Princeton	Master Plan Update, identify and remove obstructions
Stonington	Improve runway safety areas

Division 3	
Bangor	Reconstruct runway 15/33, reconstruct terminal apron, expand snow removal equipment building, improve Interstate access to BIA, realign Maine Ave.
Dexter	Master Plan Update
Greenville	Reconstruct runway 14/32, identify and remove obstructions
Lincoln	Master Plan Update
Millinocket	Identify and remove obstructions
Old Town	Improve seaplane facility and access, repair apron, reconstruct runway 12/30, Master Plan Update

Division 4	
Augusta	Improve outer perimeter road, SRE-Purchase plow truck, identify and remove obstructions, reconstruct runway 8/26
Jackman	Master Plan Update, identify and remove obstructions, reconstruct runway 14/32

Division 4 (continued)	
Norridgewock	Reconstruct runway 15/33
Pittsfield	Reconstruct runway 1/19, SRE-purchase snow blower, SRE-construct equipment storage building
Waterville	Terminal improvements, repair runway bumps, acquire land, construct general aviation apron

Division 5	
Belfast	SRE-purchase snow blower, reconstruct runway 15/33, identify and remove obstructions
Owls Head	Construct terminal building, reconstruct runway 3/21, expand parking apron
Vinalhaven	Improve safety areas for community airport
Wiscasset	Land acquisition in approaches

Division 6	
Biddeford	Reconstruct runway 6/24, Master Plan Update, identify and remove obstructions
Fryeburg	Reconstruct taxiway, SRE-purchase snow blower, SRE-construct equipment building, identify and remove obstructions
Portland	Reconstruct runway 11/29, upgrade approach lighting, reconstruct taxiways, terminal area improvements
Sanford	Reconstruct taxiway, SRE-purchase snow blower, identify and remove obstructions, Master Plan Update

Division 7	
Auburn	Identify and remove obstructions, improve safety areas, reconstruct east apron, land acquisition, and acquire snow removal equipment
Lakes & Mountains Regional Airport	Feasibility Study
Oxford	Master Plan Update, replace beacon
Rangeley	SRE-purchase snow blower, improve terminal area

APPENDIX C

Urban Arterial Backlog Candidates

The following urban projects will be considered for funding in the FY 2002-2003 or subsequent BTIP

Urban Highway Reconstruction\

Municipality	ID	Route	Location	Lgth km	Lgth Mi.
Gardiner	1077	Route 9/126	Beg. 0.26 km (0.2 miles) east of the Pond Road & ext easterly 0.77 km (0.5 miles) to Harrison Ave	0.77	0.48
Rockland	111	Route 1	Beg. at Lindsey Street & ext northeasterly 0.85 km (0.5 miles) to Front Street	0.85	0.53
Biddeford	602	Route 1	Beg. at the Arundel townline & ext northeasterly 1.03 km (0.6 miles) to Gray'S Lane	1.03	0.64
Falmouth	512	Falmouth Road	Beg. at Merrill Road & ext northeasterly 1.61 km (1.0 miles) to Route 9	1.61	1.00
Falmouth	513	Falmouth Road	Beg. at Winn Road & ext southeasterly 0.84 km (0.5 miles) to Leighton Road	0.85	0.53
Scarborough	1856	Route 1	Beg. at the Saco townline & ext northerly 1.61 km (1 miles) to Broadturn Road.	1.61	1.00
Wells	584	Route 1/9	Beg. at the southerly Jct of Route 9/109 & ext northerly 2.91 km (1.8 miles) to 0.1 km (0.1 miles) south of the northerly Jct of Route 9	2.91	1.81
Windham	415	Route 4/202	Beg. 0.24 km (0.2 miles) north of Mechanic Street & ext northeasterly 0.81 km (0.5 miles) to the River Road.	0.81	0.50
Livermore Falls	200	Route 17/133	Beg. at Route 133 & ext northerly 1.29 km (0.8 miles) to Upper Depot Street	1.29	0.80
Rumford	137	Route 2	Beg. at Franklin Street & ext easterly 1.71 km (1.1 miles) to the Mexico townline	1.71	1.06
Lisbon & Sabattus		Route 9	Beg. At intersection with Rte 196 in Lisbon, extending northerly 13.66 km (8.54 miles) to the intersection with Rte 126 in Sabattus	13.66	8.54

APPENDIX D

PUBLIC COMMENTS ON THE SIX YEAR PLAN

Source of Comment	Responsibility	Project/Study	Policy	Process	Form of Comment	Response	Division	Add to Plan
Route 1 South Corridor Committee	Houlton	MDOT Planning	Immediate improvements and elimination of backlog on Route 1 from Houlton to Calais			Letter	Project included in 6YP.	1	
Maynard L. Leeman, Resident on Route 46	Bucksport		Supports inclusion of Route 46 in 6YP			Letter	Project scored high and is included in the 6YP ; BTIP being developed	2	
Max E. Kline, Resident on Route 46	Bucksport		Opposed to planned improvements on Route 46 between Routes 1 and 1A			Letter	Project scored high and is included in the 6YP ; BTIP being developed	2	
Stormy Flewelling, Resident	Bucksport		Favors improvements on Route 46; safety concerns warrant high priority			Letter	Project scored high and is included in the 6YP ; BTIP being developed	2	
Linda and Truman Bitely	Bucksport		Favors improvements on Route 46; safety concerns warrant high priority			Letter	Project scored high and is included in the 6YP ; BTIP being developed	2	
Terrance Grindle, Homeowner	Bucksport		Anticipates negative impact from improvements to Route 46 from Routes 1 & 1A			Letter	Project scored high and is included in the 6YP ; BTIP being developed.	2	
Mr. & Mrs. Philip Wight	Bucksport	MDOT Planning	Supports improvement of Route 46 between Routes 1 & 1A			Letter	Project scored high and is included in the 6YP ; BTIP being developed	2	
Margaret L. Leeman, Resident	Bucksport		Favors improvements on Route 46; safety concerns warrant high priority			Letter	Project scored high and is included in the 6YP ; BTIP being developed	2	
Jeffrey Robinson, Sr., Mayor	Bucksport		Supports immediate improvement of Route 46 from Route 1 to Route 1A			Letter	Project scored high and is included in the 6YP ; BTIP being developed	2	
Jeffrey Robinson, Sr., Mayor	Bucksport		Wants Level III maintenance proposed for Route 15 from Bucksport to Orrington included in the BTIP			Letter	Route 15 improvements from the Brewer T/L to the PERC plant entrance were contained in the previous BTIP and will be constructed in 2002. Funding is proposed for FY 2002/2003 for that section from the PERC plant to the By-Pass in Orrington. A pavement preservation program is being considered for the BTIP for the section from the Orrington T/L to the IP mill entrance.	2	No
Richard Neville, Resident	Bucksport		Supports improvement of Route 46 from Route 1 to Route 1A			Letter	Project scored high and is included in the 6YP ; BTIP being developed	2	
Steve Sloan, Manager Fiber Supply, International Paper Co.	Bucksport		Supports improvements on Route 15 from Bucksport to Orrington, which are not included in the BTIP			Letter	Route 15 improvements from the Brewer T/L to the PERC plant entrance were contained in the previous BTIP and will be constructed in 2002. Funding is proposed for FY 2002/2003 for that section from the PERC plant to the By-Pass in Orrington. A pavement preservation program is being considered for the BTIP for the section from the Orrington T/L to the IP mill entrance.	2	No
Ruth Wardwell, Resident	Bucksport		Supports improvement of Route 46 from Route 1 to Route 1A			Letter	Project scored high and is included in the 6YP ; BTIP being developed	2	

Source of Comment	Responsibility	Project/Study	Policy	Process	Form of Comment	Response	Division	Add to Plan
Steve Sloan, Manager Fiber Supply, International Paper Co	Bucksport	Supports immediate improvement of Route 46 from Route 1 to Route 1A			Letter	Project scored high and is included in the 6YP ; BTIP being developed	2	
Edward A. Rankin,Sr., Ed's Automotive; Town Council	Bucksport	Wants Route 46 improvement projects moved to the top of the priority list			Letter	Project scored high and is included in the 6YP ; BTIP being developed	2	
Elizabeth & Charles Wight, Residents	Bucksport	Supports improvement of Route 46 from Route 1 to Route 1A			Letter	Project scored high and is included in the 6YP ; BTIP being developed	2	
R.E. Rogers III, Eastern Maine Railroad Development Committee	Cherryfield	OPT Supports passenger rail feasibility study on Calais Branch and multi-modal			Letter	Included in the 6YP	2	
R.E. Rogers III, Eastern Maine Railroad Development Committee	Cherryfield	OFT Supports OFT efforts to reestablish freight service on the Calais Branch			Letter	Included in the 6YP	2	
Helen Gilbert	East Holden	Opposed to planned improvement on Route 46 between Routes 1 and 1A			Letter	Project scored high and is included in the 6YP ; BTIP being developed	2	
Timothy J. King, City Manager	Ellsworth	Supports comprehensive traffic study in the Ellsworth region			Letter	Feasibility study included in the 6YP with no set schedule for funding; BTIP being developed	2	
Timothy J. King, City Manager	Ellsworth	Supports improvements to Route 1A from Bangor to Ellsworth			Letter	Section of 1A from Dedham to Ellsworth is scheduled for improvement. Other projects on Route 1A are in the 6YP ; BTIP being developed	2	
Timothy J. King, City Manager	Ellsworth	Supports capital funding of highway mobility project in Ellsworth that would widen the existing 3-lane section of High Street			Letter	Mobility project included in the 6YP; BTIP being developed	2	
Timothy J. King, City Manager	Ellsworth	Supports inclusion of a project to reconstruct the intersection of Routes 1 & 172			Letter	Project not listed in proposed 6YP	2	No
Patricia I. Felton, Resident; Member, Ellsworth Planning Board	Ellsworth	Supports comprehensive traffic study in the Ellsworth region			Public Hearing/Letter	Feasibility study included in the 6YP with no set schedule for funding; BTIP being developed	2	
Stanley Torrey, Member, RTAC 2	Prospect Harbor	Supports feasibility study of a limited access route around Ellsworth and to I- 395/Bangor			Letter	Feasibility study is in the 6YP; BTIP being developed	2	
James E. Cameron, Chair, Board of Selectman	Trenton	Supports proposed corridor study in Trenton and desires to have study implemented as soon as possible				Feasibility study is in the 6YP with no current set schedule; BTIP being developed	2	

Source of Comment	Responsibility	Project/Study	Policy	Process	Form of Comment	Response	Division	Add to Plan
James E. Cameron, Chair, Board of Selectman	Trenton	Supports proposed initiative for development of an intermodal facility in Trenton				Feasibility study is in the 6YP with no current set schedule; BTIP being developed	2	
James E. Cameron, Chair, Board of Selectman	Trenton	Supports feasibility study of rail service from Bangor to Trenton				Initial phases of the study have begun	2	
James E. Cameron, Chair, Board of Selectman	Trenton	Concerned about omission of Trenton's desire to receive consideration as part of the Scenic Byways Program		Concerns passed on to the Scenic Byways Program, which has begun the process with the Town			2	
James E. Cameron, Chair, Board of Selectman	Trenton	Supports passenger marine services and suggests site near the Hancock County/Bar Harbor Airport	Suggestions passed on to the Office of Passenger Transportation				2	
James E. Cameron, Chair, Board of Selectman	Trenton	Concerned over improper siting and design of park and ride lots; concerned that Trenton could become a parking lot for the Mount Desert Island area	Concerns passed on to the Office of Passenger Transportation				2	
James E. Cameron, Chair, Board of Selectman	Trenton	Expressed desire to have the Mount Desert Island Bicycle Plan expanded to include the Trenton area, particularly those areas served by the proposed intermodal facility		Concerns passed on the the Bicycle-Pedestrian Coordinator in the Office of Passenger Transportation			2	
Roger H. Barto, Town Manager	Winter Harbor	Supports efforts to create a by-pass around Ellsworth			Letter	Feasibility study included in the 6YP; BTIP being developed	2	
Bob Simpson, Town Manager	Dexter	Wants sidewalks adjacent to the Route 7 and Spring Street improvement project (ID #A1015)		Concerns passed on to the Division Engineer	Letter		3	
Bob Simpson, Town Manager	Dexter	Seeks to ensure good communications and coordination between MDOT and the Dexter Utility District as it upgrades systems in the Route 7/Spring Street project area		Concerns passed on to the Division Engineer	Letter		3	No

Source of Comment		Responsibility	Project/Study	Policy	Process	Form of Comment	Response	Division	Add to Plan
Bob Simpson, Town Manager	Dexter		Wants reconsideration for including Route 94 from Dexter to Garland in the 6YP. Project was listed in previous 6YP.			Letter	Project was rated by the RTAC 3 along with all collector corridors in the region. Failed to score sufficiently high to make 6YP.	3	No
David Rudolph, Maine Rail Passenger Corridor Committee	Dexter		Wants feasibility study for passenger rail service from Brunswick to Bangor via Augusta and Waterville	Concerns passed onto Office of Passenger Transportation		Letter	Not included in 6YP	3	No
Glenn Doore, Pride Manufacturing Company	Guilford		Supports improvements to Route 15 from Dover-Foxcroft to Guilford			Letter	Project was included in the previous BTIP and is being designed for construction, following which it will be funded for construction	3	
Glenn Doore, Pride Manufacturing Company	Guilford		Supports improvements to Route 15 from Rockwood to Jackman			Letter	Project is in the 6YP with no current schedule for improvement; BTIP being developed	3	
Gloria McGraw, Co-chair, Belgrade Lakes Business Group	Belgrade		Encourages MDOT to utilize the town's "Streetscape" plan in conjunction with improvements to Route 27	Concerns passed along to the Division Engineer		Letter		4	No
Daniel l'Heureux, Town Manager	China	MDOT Planning	Improvements to Route 32 from Winslow to China to Windsor			Letter	China to Windsor section included in 6YP due to public safety concerns related to Erskine Academy; China to Winslow not included.	4	
Citizens in Defense of Common Sense, M. Tieche Shelton, Jr., et al	Hallowell		Wants feasibility study for passenger rail service from Brunswick to Bangor via Augusta and Waterville	Concerns passed onto Office of Passenger Transportation		Letter	No study planned in 6YP	4	No
Citizen Petition 742 Names	Mount Vernon		Wants Route 41 included in the 6YP even if currently proposed projects are stripped from the 6YP			Letter with Petition	Route 41 is listed as a project in Divisions 4 & 7 and is included in the 6YP under Division 7	4	
Douglas Boyink, M.D., Resident	Mount Vernon		Supports improvements to Route 41 from Readfield to Farmington			Letter	Project is in the 6YP ; BTIP being developed. Project included in Division 7 projects list	4	
Robert Moreau, Edwin Wentworth, & Richard LaBelle, Selectmen	Rome		Complaint about condition of Route 225, which is not in the 6YP			Letter	Route 225 collector corridor ranked 35th of 47 - of the 34 projects ahead of Route 225, only 14 were included in 6YP	4	No
Thomas Fiola, DDS, B.S.	Sidney		Supports inclusion of Route 23 from Sidney to Oakland in the 6YP			Letter	Project was rated by the RTAC 4 along with all collector corridors in the region. Ranked 27th of 47 and failed to score sufficiently high to make 6YP. Only 14 of 47 corridors included in 6YP	4	No

Source of Comment		Responsibility	Project/Study	Policy	Process	Form of Comment	Response	Division	Add to Plan
Martha Beals, Resident	Sidney		Supports inclusion of Route 23 from Sidney to Oakland in the 6YP			Letter	Project was rated by the RTAC 4 along with all collector corridors in the region. Ranked 27th of 47 and failed to score sufficiently high to make 6YP. Only 14 of 47 corridors included in 6YP	4	No
Bill Millis, Resident	Sidney		Supports inclusion of Route 23 from Sidney to Oakland in the 6YP			Letter	Project was rated by the RTAC 4 along with all collector corridors in the region. Ranked 27th of 47 and failed to score sufficiently high to make 6YP. Only 14 of 47 corridors included in 6YP	4	No
Edward A. Gagnon, Town Manager	Winslow		Wants reconsideration for including Benton Avenue in the 6YP; project listed in previous 6YP			Letter	Change in methodology for evaluating collector roads through a corridor approach resulted in this road segment having a lower ranking than previously given. Project ranked 28th of 47. Only 14 of 47 corridors included in 6YP	4	No
Grace L. Rowland, Resident	Breman		Wants immediate improvement of Route 32 from New Harbor to Waldoboro			Letter	Not rated as High Priority for 6YP	5	No
Warren D. Hatch, Town Administrator	Damariscotta		Supports immediate improvements to Route 1 Business through Damariscotta			Letter	Project is in the 6YP ; BTIP being developed.	5	
Warren D. Graybill, Sr., Road Commissioner	Harpswell	MDOT Planning	Improvement to Route 2A			Letter	Ranked 20th, not rated as High Priority for 6YP	5	No
Rebecca Glaser, Resident on County Road	Rockland		Opposed to improvements on Old County Road east of Route 17; concerned about it being turned into a high-speed bypass			Letter	Project scored high among all collector highways; included in the 6YP	5	
Lee L. Smith, Town Manager	Waldoboro		Cross Street Bridge			Letter	Bridge not rated low enough as to condition to warrant replacement	5	
Lee L. Smith, Town Manager	Waldoboro		Route 32 improvements			Letter	Not rated as High Priority for 6YP	5	No
Lee L. Smith, Town Manager	Waldoboro		Route 220 improvements			Letter	Both segments from Friendship to Waldoboro and Waldoboro to Liberty are in the 6YP	5	
Lee L. Smith, Town Manager	Waldoboro		Old Route 1 from West Main to intersections of Routes 1 & 220			Letter	Included in the 6YP	5	
Lee L. Smith, Town Manager	Waldoboro		Route 1 from Nobleboro T/L to Route 32			Letter	No backlog; referred to Pavement Preservation Program for future review	5	No
Steven P.Amato, D.C.	Bremen	MDOT Planning	Improve Route 32 from New Harbor to Waldoboro			Letter	Not rated as High Priority for 6YP	6	No
Frank P. Guidi, Jr., Selectman	Buxton							6	
Frank P. Guidi, Jr., Selectman	Buxton		Wants reclassification of Route 22 from Routes 22 and 202 to Route 35 in Buxton			Letter	Referred to Community Services Division for evaluation and consideration	6	

Source of Comment		Responsibility	Project/Study	Policy	Process	Form of Comment	Response	Division	Add to Plan
Frank P. Guidi, Jr., Selectman	Buxton		Wants improvements to Route 4A from Route 112 to Bars Mills Bridge			Letter	Project is included in 6YP under Minor Collectors	6	
Frank P. Guidi, Jr., Selectman	Buxton		Wants reclassification of Route 22 from Routes 22 and 202 to Route 35 in Buxton			Letter	Referred to Community Services Division for evaluation and consideration	6	
Frank P. Guidi, Jr., Selectman	Buxton		Wants improvements to Route 22 from Scarborough Center to Routes 22 and 202			Letter	Project is not included in 6YP	6	
David P. Morton, Town Manager	Casco		Wants reconsideration for including Route 114 in the 6YP. Concern over deterioration of road and school bus safety			Letter	Project not listed in proposed 6YP. Project reconsidered and added due to public input	6	Yes
Anthony Hayes, Director of Public Works; John Harris, Town Manager	Falmouth		Expressed concerns over inadequate funding for urban arterials	Referred to the Commissioner for consideration		Letter	Urban Arterials included in the 6YP	6	
Anthony Hayes, Director of Public Works; John Harris, Town Manager	Falmouth		Expressed concerns over classification or definition of strut		Referred to the Bridge Maintenance Division	Letter	Strut Program included in the 6YP	6	
Andrew R. Madura, Transportation Supervisor, Lake Region School District	Naples		Wants reconsideration for including Route 114 in the 6YP. Concern over deterioration of road and school bus safety			Letter	Project not listed in proposed 6YP. Project reconsidered and added due to public input	6	Yes
Bruce A. Locke, Town Manager	Ogunquit		Expressed strong support for Route 1 improvements			Letter	Project is included in the 6YP	6	
Bruce A. Locke, Town Manager	Ogunquit		Expressed strong support for Beach Street Bridge replacement			Letter	Project is included in the 6YP	6	
Rosemay E. Kulow, Town Manager	Sebago		Wants reconsideration for including Route 114 in the 6YP. Concern over deterioration of road and school bus safety			Letter	Project not listed in proposed 6YP. Project reconsidered and added due to public input	6	Yes
William H. Kirk, Town Manager	Standish		Route 35 overlay from Gorham T/L to Route 113		Referred to Pavement Preservation Program for review & consideration.	Letter		6	
William H. Kirk, Town Manager	Standish		Route 114 from Wards Cove to Sebago T/L not shown in backlog; culvert needed at Sticky River			Letter	Project is in the 6YP; BTIP being developed.	6	
William H. Kirk, Town Manager	Standish		Expedite intersection improvements at Routes 113 and 25			Letter	Project is in the 6YP; BTIP being developed.	6	

Source of Comment	Responsibility	Project/Study	Policy	Process	Form of Comment	Response	Division	Add to Plan
William H. Kirk, Town Manager	Standish	Travel and shoulders too narrow from intersection of Routes 25 and 35 to Route 237			Letter	Project is in the 6YP; BTIP being developed	6	
William H. Kirk, Town Manger	Standish	Route 35 overlay from intersection of White's Bridge Road to the Windham T/L			Letter	Project is in the 6YP; BTIP being developed	6	
William H. Kirk, Town Manager	Standish	Improve visibility at intersection of Routes 35 and 237		Referred to Division Engineer	Letter		6	
William H. Kirk, Town Manager	Standish	Expedite improvements of Route 25 from the intersection with Route 35 to Route 113			Letter	Project funded in 2000-2001 BTIP.	6	
Town Council	Standish	Improvements to Route 25 from Randall Road to Route 35		Referred to Pavement Preservation Program for review & consideration.	Town Council Resolution/letter		6	No
William H. Kirk, Town Manager	Waldoboro	Improvement to Route 113 from Middle Road to Route 11			Letter		6	Yes
David Hill, Resident	Yarmouth	Wants continued commitment by MDOT to infrastructure improvements to facilitate & preserve ferry service between Cousins & Chebeague Islands			Letter	Referred to Office of Passenger Transportation for consideration to include recommendation in the 6YP	6	
Nancy Grant, Chair, N. Yarmouth Safe Walk and Bike Ways Committee	Yarmouth	Wants improvements to Route 115, especially for pedestrians and cyclists			Letter	Project is in the 6YP; BTIP being developed	6	
Mark Green, Town Manager	York	Supports inclusion of a project to realign the intersection of Routes 1 & 91.			Letter	Projects on Routes 1 & 91, including the intersection, are not included in the 6YP	6	No
Charles Lowe	Bryant Pond	Improvement schedule for Routes 117 & 219			Public Hearing Comments	Project is in the 6YP; BTIP being developed	7	
Cindy Dunn, Town Manager	Buckfield	MDOT Planning	Supports improvements to Route 117 from Paris to Turner			Public Hearing Comments	Project is in the 6YP; BTIP being developed	7	
Rosita Gagne, State Representative	Buckfield		Route 117 wants DOT consideration of truck lanes			Public Hearing Comments	Public Hearing process prior to design and construction provides best opportunity to comment on truck lanes	7	No
Oscar Gammon, Selectman	Buckfield		Trucks avoiding Route 117 due to conditions; bypassing affecting other roads in the regions			Public Hearing Comments	Project is in the 6YP; BTIP being developed	7	

Source of Comment		Responsibility	Project/Study	Policy	Process	Form of Comment	Response	Division	Add to Plan
Jim Marshall, Selectman; Chair, Route 219 Corridor Committee	West Paris		Encourages completion of the backlog sections on Route 219			Public Hearing Comment	Project is in the 6YP; BTIP being developed	7	