

Maine Department of Transportation

BIENNIAL
TRANSPORTATION IMPROVEMENT
PROGRAM

Fiscal Years 2004 - 2005

Prepared by

Bureau of Planning
Bureau of Project Development
Office of Passenger Transportation
Office of Freight Transportation
Bureau of Maintenance & Operations
Environmental Office

March
2003

TABLE OF CONTENTS

	Page
INTRODUCTION _____	1
TRANSPORTATION INVESTMENTS & THE ECONOMY _____	3
TRANSPORTATION FUNDING _____	5
PUBLIC PARTICIPATION & PARTNERSHIPS _____	11
HIGHWAYS AND BRIDGES	
Highway Improvement Programs _____	13
Paving Programs _____	15
Bridge Replacement & Rehabilitation Programs _____	17
Safety, Technology & Mobility Programs _____	19
ENVIRONMENTAL PROGRAMS _____	21
PASSENGER TRANSPORTATION PROGRAMS _____	23
FREIGHT TRANSPORTATION PROGRAMS _____	25
PROJECT LISTINGS	
Division 1 _____	27
Division 2 _____	42
Division 3 _____	59
Division 4 _____	80
Division 5 _____	100
Division 6 _____	119
Division 7 _____	159
Statewide & Regional Projects _____	179
MUNICIPAL INDEX _____	194

Introduction

The Maine Department of Transportation (MaineDOT) compiles a budget of capital improvement projects every two years. This *Biennial Transportation Improvement Program (BTIP)* is the formal presentation of that budget for the period of July 1, 2003 through June 30, 2005 (State fiscal years 2004 and 2005). The projects in this BTIP reflect the goals, objectives, and strategies articulated in MaineDOT's *Twenty-Year Transportation Plan* and the project priorities of the Six-Year Transportation Improvement Plan.

This BTIP is constructed under MaineDOT's continued philosophy of providing a balanced and integrated multimodal transportation system that provides a foundation for the economic health of Maine and meets the needs of its citizens. Projects were selected for this program based on MaineDOT's Resource Allocation Policy, safety needs, economic benefits, environmental stewardship, multimodal integration, and local support.

This BTIP represents investments of over \$622 million in federal, State, and local funds. It is designed to use State and local resources to match and to maximize federal funds potentially available to Maine. Approximately, 66% of the program funds, \$409 million, are anticipated to come from federal transportation funding sources.

Most of the goods and people in Maine are transported over the highway system. Therefore, this BTIP contains approximately \$480 million dollars of investment in Maine's highway and bridges. This funding level will provide for the reconstruction of approximately 180 miles of arterial and collector highways, more than 2,000 miles of paving, and the reconstruction or rehabilitation of approximately 83 bridges. This program also includes funding for:

- completion of the Augusta Third Bridge,
- completion of the Gray Bypass,
- completion of the I-295 Connector in Portland,
- initial capital investments in the Calais Border Crossing,
- initial capital investments in the Gorham Bypass,
- initial capital investments in the Skowhegan Bypass, and
- initial capital investments in I-395/Route 9 Connector between Brewer and Eddington.

Other critical components to Maine's transportation system are the non-highway passenger and freight transportation systems. This BTIP contains over \$120 million in passenger related programs. These programs include: \$37 million for 36 of Maine's publicly owned airports, \$35

MaineDOT Resource Allocation Policy:

This policy establishes how MaineDOT should effectively invest its resources to advance its mission.

1. Meet system preservation needs.

Good management of a large system of capital facilities like the state's transportation system requires a continuing investment in system preservation.

2. Invest in system modernization needs for all modes.

When system preservation needs have been addressed, MaineDOT will invest its resources in the significant number of transportation infrastructure modernization needs. A safe and efficient transportation system is key to the state's economic growth.

3. Invest in transportation system management and travel demand management alternatives.

In today's economic and environmental climate, the demand for transportation mobility must be addressed, to the extent possible, through actions that maximize the efficiency of our existing transportation infrastructure.

4. Invest in all modes of transportation.

MaineDOT must continue its efforts to provide a "seamless" interconnection between all modes, both for passengers and freight. Mobility options such as trains, buses, air and ferries can be efficient, environmentally sensitive and cost-effective modal choices.

5. Target limited resources for new capacity to the highest priorities.

Funding for new capacity projects is extremely limited. Only those projects supporting state and regional transportation goals and strategies and those that have demonstrated merit and strong public support will be considered.

Introduction

million for highway mass transport, \$11.9 million for the Maine Ferry Services, \$21.3 million for predominately new passenger rail services, and \$9.9 million for bicycle and pedestrian investments. Many of these improvements, focused around MaineDOT's ExploreMaine initiative, are intended to give travelers alternatives, improve air quality, and promote economic activity throughout Maine.

MaineDOT's freight program, presented in this BTIP, focuses on three areas: motor carriers, freight rail, and marine freight. Approximately 89% of all freight tonnage in Maine is carried by trucks. This BTIP contains \$1.8 million to support the motor carrier industry and motor carrier enforcement. This BTIP also contains \$7.2 million of investments in the State's harbors and ports. This investment will allow MaineDOT to continue its popular Small Harbor Improvement Program which supports commercial and recreational access to Maine's waterfront. More than \$9 million will be invested in freight rail supporting Maine's industrial base.



Transportation Investments & the Economy

Maine is a large, mostly rural state whose population is spread over a great land area. Its geography of thousands of miles of coastline, islands, lakes, rivers and mountains make Maine a unique and wonderful place to live and visit, but these features also act as barriers. High quality, efficient transportation infrastructure is a critical link to keep Maine competitive in a world economy. Investments in transportation infrastructure bring lasting and substantial economic benefits by ensuring the ability to grow the economy, create, and retain jobs and maintain a high quality of life.

This BTIP invests over \$622 million in all modes of Maine's transportation infrastructure. Through \$213 million in investments from State, bonds, and local funding sources, Maine leverages approximately \$409 million in funds from various Federal sources. This BTIP is designed to utilize all available Federal transportation funding.

Highway & Bridge Investment

This BTIP invests \$163 million in State/local funding and \$320 million in Federal funding in Maine's highways and bridges. The Federal Highway Administration (FHWA) reports that every \$1 million in highway investment creates over 42 full-time jobs: 8 construction jobs, 20 supply jobs, and 14 jobs in the general economy. Assuming this national statistic holds true for Maine, ***the \$483 million investment over the next two years will support at least 10,000 full-time jobs.*** In addition to the economic stimulus associated with thousands of jobs, highway investment reduces operating costs and makes Maine businesses more competitive by reducing congestion, travel time, and maintenance to commercial vehicles.

Much of Maine's rural economy in agriculture and forest products based. According to the FHWA, agricultural products have one of the highest transportation burdens of any industry. For every dollar of

Transportation Investment:

- ***Strengthens Local, Regional, and State Economies -***
Transportation spending benefits local, regional, and state economies by energizing city centers, breaking the isolation of rural areas, and boosting state employment and tax revenues.
- ***Creates Jobs in the Transportation Sector -***
Transportation has long been a leading generator of jobs, both directly through the construction, operation and maintenance of the transportation system and indirectly through support of the broader economy by the efficient movement of goods and people.
- ***Boosts Industry Competitiveness -***
A strong transport network reduces costs of production and distribution.
- ***Boosts Business and Leisure Travel -***
Both business and leisure travelers depend on transportation infrastructure for access to activities and destinations.
- ***Enhances Household Welfare -***
A strong transport network gives households access to a broader range of employment and competitively priced consumer goods and housing. Well-maintained roads can reduce personal vehicle repair costs. Efficient public transport systems reduce costs associated with driving and automobile ownership.
- ***Reduces Economic Losses Associated with Accidents -***
Traffic accidents result in significant costs in productivity, property damage, and medical expenses. Investments to improve the safety of the transportation infrastructure can mitigate these costs.
- ***Reduces Economic Losses Associated with Congestion -***
The time delays and fuel consumption associated with congestion result in significant costs to the highway user. Investments that reduce traffic delays benefit businesses and households alike.

Transportation Investments & the Economy

agricultural product produced, about 9 cents is transportation related; compared to 5 cents for the wholesale trade industry. Improved efficiency made in Maine's transportation system will only help improve the viability of these industries. FHWA also reports that for every dollar spent on highway and bridge infrastructure, general industry saves 17 cents annually. Therefore, *this BTIP could affect a savings of more than \$82 million annually for private industry.*

Highway investment also reduces the crash related burden on the economy. For example, in 2001, crash related losses in Maine totaled nearly \$1.2 billion. Fortunately, crash related loss has been on a 6% decline over the last decade, likely due to safer roads and safer automobiles. However, this decline has recently leveled and the number of fatalities has increased, emphasizing the need for continued safety improvements. In addition to including safety improvements as a component of every project, this BTIP provides \$8.4 million for targeted safety improvements.

Non-Highway Investment

This BTIP invests \$120 million in Maine's rail, airports, public transit, ferry service and bicycle/pedestrian trails. It supports Maine's multi-billion dollar tourism industry through *ExploreMaine*, the MaineDOT's plan to serve travelers without their cars by providing more travel choices for Maine's residents and visitors. These investments also increase the attractiveness of areas or communities for residents and tourists.

In addition to the aforementioned \$483 million investment in highways and bridges infrastructure that reduce operating costs for the freight transportation industry, this BTIP provides \$18.5 million in freight improvements to highway, port and rail infrastructure continuing a public/ private partnership between MaineDOT and private industry. This includes \$2.6 million for the Industrial Rail Access Program, which involves up to a 50% State share for rail-related capital improvements and over \$7 million in marine infrastructure improvements. In 2002, Maine ports handled 11% more dry cargo and over 66% more liquid bulk cargo than 2001. These figures, along with steady increases over the past twenty years show that private industry initiatives and the State's continued investment in Maine ports are paying off.



Transportation Funding

Funding to support this program comes from a number of federal transportation programs matched by allocations from the State's Highway Fund, General Fund, Highway Fund Bonds, General Fund Bonds, and limited funding from municipalities and other sources.

Going forward into the FY 2004-2005 biennium, there are a number of issues that create a level of uncertainty as to the nature and amount of capital improvement funding that may be available to the Department. First and foremost, funding authorizations included in the current six-year Transportation Equity Act for the 21st Century (TEA-21) expire in September 2003. At this time, the course of TEA-21 reauthorization remains uncertain. Secondly, this program assumes voter approval of both Highway and General Fund Bonds, and a legislative vote against the repeal of motor fuel tax indexing. Given the State's current fiscal condition, the outcome of these decisions is not certain and has a direct bearing on the delivery of this program.

Reauthorization of Federal Programs

TEA-21 contains the formulas that determine the amount of money returned to each state from the Highway Trust Fund for highway, transit, and multimodal programs. The Highway Trust Fund is supported through user fees such as motor fuel sales, truck sales tax, and registration fees. Transportation activities in each state generate some portion of the money contributed to the Highway Trust Fund and TEA-21 contains the formulas by which this money is redistributed to the states. TEA-21 also includes a number of "earmarked" funds which are funds set aside for specific projects. Since TEA-21 expires on September 31, 2003, Congress will be considering the details of the next Transportation Equity Act over the upcoming months. The details of this Act will determine the amount of federal funds Maine receives. Because of the Nation's refocus on national security and the economy, the next Transportation Equity Act may focus funding differently than the last.

Issues Regarding State Funding

In addition to the federal uncertainty, there is also some level of uncertainty in the amount of State funds that will be available over the upcoming two fiscal years. In the past, the State's Highway Fund has not kept pace with inflation. Over the last decade, the State's Highway Fund has grown by approximately 1%, while inflation has grown by nearly 3% annually. This is because the Highway Fund is based on a flat fee for each gallon of motor fuel sold and has only increased with the increase of motor fuel consumption. The 120th Maine Legislature enacted Public Law 2001 (PL 2001, c. 688), "An Act to Promote the Fiscal Sustainability of the Highway Fund" that provides a potential long-term solution. This law indexes the fuel tax to inflation based on the national Consumer Price Index (CPI), and puts it on par with most other taxes and fees in Maine which adjust to inflation. After the first year, which on July 2003 adjusts fuel taxes cumulatively to CPI since the last fuel tax adjustment in 1999, future increases are expected to be approximately ½ cent annually. However, no fuel tax increase is guaranteed or automatic. PL 2001 c. 688 requires MaineDOT to submit legislation during the First Regular Session of each Legislature repealing the indexing adjustment. Therefore, biennially the Legislature has the opportunity to:

- Vote against the repeal, or
- Repeal Motor Fuel Indexing and replace it with alternative revenues.

Implications of Transportation Equity Act:

The proposed Federal Fiscal Year 2004 budget may carry a spending ceiling of \$29.3 billion for the Federal-Aid Highway Program. This could mean a reduction of \$10 million or more for Maine. With a more-than-\$300-billion federal deficit, international tensions, and increased spending on transportation security, the implications for growth in federal aid, transportation funding remains unclear.

Despite this uncertainty, there is widespread concurrence on the need to increase transportation spending. Therefore, this BTIP projects 2005 funding levels using incremental growth over 2004.

Transportation Funding

Even with Motor Fuel Tax Indexing, there are not enough state funds to match all the federal funds that are expected to be available to Maine over the next two years. For federally eligible programs, every 20 cents invested by the State leverages an 80 cent federal investment in Maine. To get the greatest Federal investment in Maine and Maine's economy this BTIP also relies on \$75 million in Highway Fund and General Fund Bonds. These Bond requests will be presented to the voters in 2003.

Notwithstanding the uncertainties in funding described above, MaineDOT has projected the available State and Federal funds based on trends over the last 2-3 years. These projections are included in the following table:



Motor Fuel Tax Indexing is Essential to Deliver this BTIP:

Fuel Tax Indexing is designed to adjust fuel taxes for inflation. This allows MaineDOT to match all available federal aid funds, meet increasing construction costs, and maintain the current level of investment in Maine's highway and bridge infrastructure. However, no fuel tax increases are automatic. PL 2001 c. 688 requires MaineDOT to submit legislation during the First Regular Session of each Legislature repealing the indexing adjustment. Therefore, the Legislature must take action to defeat the repeal before each increase can go into affect.

Indexing provides the funding necessary for highway improvements throughout Maine and is an essential part of this BTIP's funding structure. It provides about 40% of the match for Federal funds on highway and bridge projects in this BTIP. If indexing is repealed, and alternative funding is not provided, certain proposed projects will be eliminated.

The Uncertainty in Funding and Project Costs:

The ability of the Department to successfully deliver this BTIP depends on two key factors:

- ***Adequate Funding***

Clearly, if the level of federal, state, or local funding is substantially less than projected, a reassessment of this program and the elimination of projects would be necessary. The reassessment would be done in a manner consistent with the Department's transportation goals and Resource Allocation Policy.

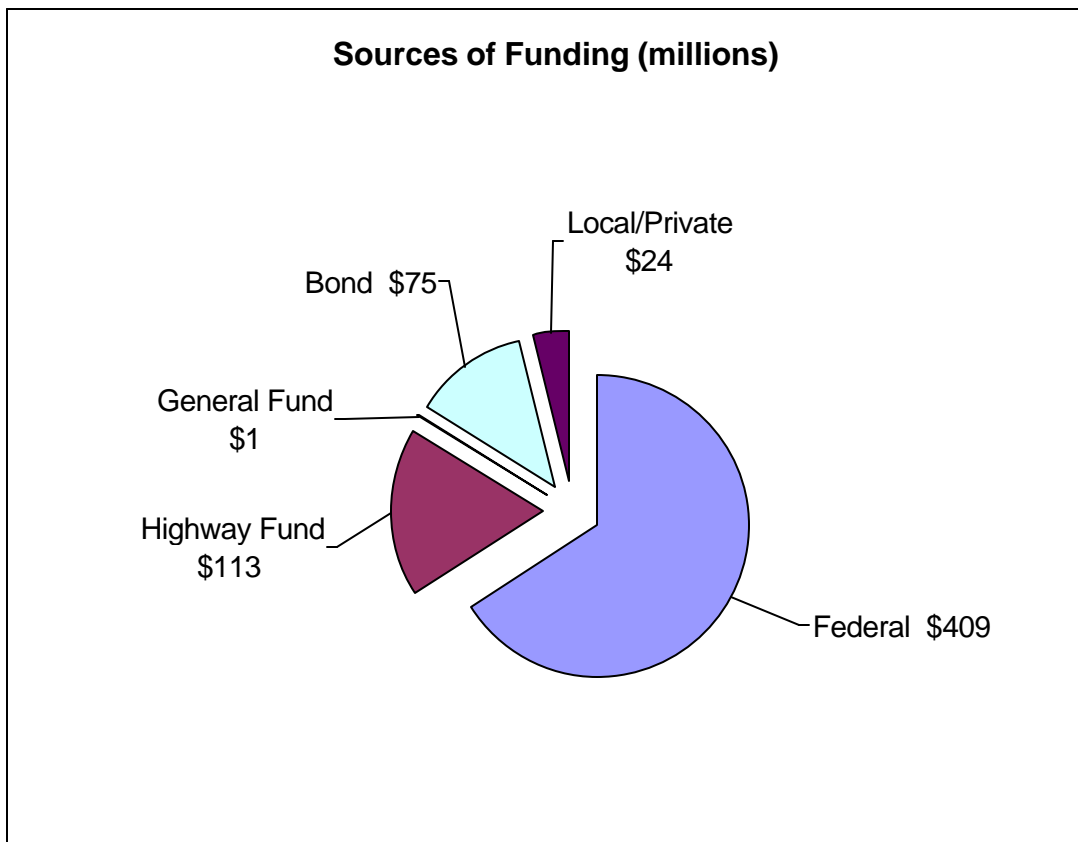
- ***Stability of Costs***

Maine's climate, size, location and the volatility of the costs of certain construction materials make predicting the future costs for construction projects difficult. Over the past year, the price of liquid asphalt and other petroleum products, such as fuel oil, have been extremely volatile. Asphalt has seen as much as a two-fold price increase. Because this volatility is related to world political and economic events, the impacts to this program cannot be predicted. Therefore, large unforeseen fluctuations in the price of construction products will impact MaineDOT's ability to deliver this program.

Transportation Funding

<i>Estimated Levels of Funding for FY 2004-2005</i> (millions of dollars)							
<i>Program Area</i>	<i>Federal</i>	<i>Federal Discretion¹</i>	<i>State (HF)²</i>	<i>State (GF)</i>	<i>(HF-GF) Bond</i>	<i>Local / Others</i>	<i>Total</i>
<i>Highways & Bridges</i>	280.0	40.0	111.4		42.0	10.0	\$483.4
<i>Passenger Transportation</i>	83.9	2.8	1.6	1.0	17.1	13.8	\$120.2
<i>Freight Transportation</i>	2.3		0.6		15.6		\$18.5
TOTAL	\$366.2	\$42.8	\$113.6	\$1.0	\$74.7	\$23.8	\$622.1

1. Includes High Priority Project, Bridge Discretionary, Ferry Boat Discretionary, etc.
2. Assumes \$47.5 million in Motor Fuel Tax Indexing.



Transportation Funding

The following tables summarize the proposed funding for each major program contained within this FY 2004-2005 BTIP. The program allocations are based on the funding projections discussed above.

<i>FY 2004 – 2005 Funding Highway & Bridge Improvement Programs (millions of dollars)</i>				
<i>Program</i>	<i>Federal</i>	<i>State (HF) & State Bond</i>	<i>Local & Others</i>	<i>Total</i>
<i>Highway Improvements</i>				
• <i>Arterials</i>	60.3	14.2	2.7	\$77.2
• <i>Major & Urban Collectors</i>	34.7	15.2	0.6	\$50.5
• <i>Minor Collectors</i>		6.2	3.1	\$9.3
<i>Highway Resurfacing</i>	79.7	18.2		\$97.9
<i>Bridges</i>	43.6	10.7		\$54.3
<i>Minor Spans</i>	2.8	1.2		\$4.0
<i>Extraordinary Bridges</i>	19.8	4.9		\$24.7
<i>Struts</i>		3.50		\$3.50
<i>Hazard Elimination</i>	5.4	0.5	0.1	\$6.0
<i>Railway-Highway Intersection Improvement</i>	2.1	0.1	0.1	\$2.3
<i>Environmental Programs</i>	4.5	0.7	0.4	\$5.6
<i>Collector Improvements</i>		5.9		\$5.9
<i>Maintenance Resurfacing</i>		28.3		\$28.3
<i>Mobility Improvements</i>	29.2	7.2	0.5	\$36.9
<i>Other²</i>	37.9	36.6	2.5	\$77.0
<i>Total</i>	\$320.0	\$153.4	\$10.0	\$483.4

¹ Includes High Priority Project, Bridge Discretionary, Scenic Byways funds, etc.

² Other includes projects such as traffic signals, planning studies, signing, pavement markings, etc.

Transportation Funding

FY 2004-2005 Funding Passenger Transportation Programs (millions of dollars)					
<i>Program</i>	<i>Federal</i>	<i>State (HF)</i>	<i>State Bond</i>	<i>Local/Others</i>	<i>Total</i>
<i>Air Transportation</i>	29.5		5.6	1.8	\$36.9
<i>Ferry Service</i>	8.0	0.1	2.8	1.1	\$12.0
<i>Highway Mass Transit</i>	24.8	0.9	1.7	7.9	\$35.3
<i>Intelligent Transportation Systems</i>	2.3	1.3		0.04	\$3.6
<i>Non-motorized</i>	5.4		1.9	2.6	\$9.9
<i>Passenger Rail</i>	15.8	0.2	5.0	0.4	\$21.4
<i>Transportation Demand Management</i>	0.9	0.03	0.1	0.04	\$1.1
Total	\$86.7	\$2.5	\$17.1	\$13.9	\$120.2

FY 2004-2005 Funding Freight Transportation Programs (millions of dollars)				
<i>Program</i>	<i>Federal</i>	<i>State (HF)</i>	<i>State Bond</i>	<i>Total</i>
<i>Motor Carrier</i>	1.5	0.4		\$1.9
<i>Freight Rail</i>	0.1	0.03	9.2	\$9.3
<i>Marine</i>	0.7	0.2	6.4	\$7.3
Total	\$2.3	\$0.6	\$15.6	\$18.5

Transportation Funding



Public Participation & Partnerships

Public Participation

Both State and Federal Law require MaineDOT to solicit public involvement throughout its planning and project development processes. Public input is critical to the Department's success from the development of the highest level initiatives contained in the *Twenty-Year Statewide Transportation Plan* to design details on specific projects. Public involvement is a key component in the development and updates of the following products related to MaineDOT's capital improvement program

- *Twenty-Year Transportation Plan*
- *Six-Year Transportation Improvement Plan*
- Statewide Transportation Improvement Program (STIP)
- Regional and Project Specific Transportation Studies, and
- Project Development.

Although the public is engaged throughout the planning and project development process, there are two opportunities for the public to specifically influence this program. The first opportunity is during the development of the Six-Year Plan where projects are selected with the intent that they will be funded in the next three Biennial Transportation Improvement Programs (BTIPs). Project selection priorities in the Six-Year Plan are based, in part, on advice from the Regional Transportation Advisory Committees (RTACs) with guidance from the Regional Planning Commissions. The RTACs are citizen based, represent various regional transportation interests, and are a vital link between the Department and the public. In addition to the advice from the RTACs, MaineDOT held seven regional public meetings in November and December of 2002 to present a draft of the Six-Year Plan and to solicit direct public comment. A 30-day written comment period was provided.

The second opportunity for the public to influence this program was through a project solicitation mailed to all Maine municipalities, county commissions, Native American nations and tribes, and State agencies. This solicitation requested that each entity list the project needs within their jurisdiction and to put those needs in order of their priority. MaineDOT compiled the project requests and considered them during the development of this program.

MaineDOT makes this BTIP available to the public on MaineDOT's website <http://www.maine.gov/mdot/>, at all Metropolitan Planning Organizations, MaineDOT Division Offices and federal depository libraries.

This BTIP and the "Vital Few Goals":

The following is a summary of Federal Highway Administration's (FHWA's) vital few goals. As part of MaineDOT's continued partnership with FHWA, these goals were considered during Department's planning and project selection processes.

Safety

- Reduce fatalities involving roadway departure crashes by 10% .
- Reduce intersection fatalities by 10% .
- Reduce pedestrian fatalities by 10% .

Environmental Stewardship & Streamlining

- Ensure the environmental quality of transportation decision making.
- Increase ecosystem and habitat conservation.
- Improve the efficiency of the environmental process.

Congestion Mitigation

- Mitigate overall impacts of congestion through effective local partnerships.
- Reduce work zone delay.
- Reduce traffic incident delay.

Public Participation & Partnerships

Partnerships

Partnerships are important to the development and execution of this program. MaineDOT relies on partnerships with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA), Metropolitan Planning Organizations (MPOs), state and federal environmental resource agencies, municipalities, and other private and public entities to secure the funding and delivery of its projects.

MaineDOT works closely with our federal transportation partners to maximize available federal funds in a way that meets both federal and State transportation goals. This BTIP contains almost \$409 million in federal funds allocated through the FHWA, FTA, and FAA. These agencies also offer MaineDOT technical support and consultation.

Maine has four federally designated MPOs primarily responsible for transportation planning and capital improvement decision-making within their boundaries. These areas are the urbanized areas surrounding Bangor, Kittery, Lewiston-Auburn and Portland. MaineDOT works closely with its MPO partners in project scoping, selection, estimation, and development.

MaineDOT forms partnerships with municipal organizations in the funding and design of many projects. Two programs that highlight the partnerships between MaineDOT and many municipalities are the Rural Road Initiative (RRI) and Locally Administered Project (LAP) programs. RRI is a true partnership between MaineDOT and communities wishing to participate. It is designed to assist communities' efforts to upgrade or repair their minor collector highways. Funding for RRI projects is 67% State and 33% Municipal. LAP allows municipalities to design and oversee construction of MaineDOT projects in their communities. This BTIP contains over \$23 million in funds from local governments and other organizations.

MaineDOT also partners with State and Federal Environmental Resource Agencies. Monthly meetings are held to discuss ongoing projects to identify and resolve critical issues early in the process. This partnership has an enormous effect on the efficient and environmentally responsible delivery of this program.

Locally Administered Projects a State/Local Partnership:

One example of how partnerships can benefit the project development process is the Locally Administered Project (LAP) program. A LAP is any MaineDOT project in which a municipality locally administers the development, design and construction of the project. LAPs offer municipalities opportunities to coordinate a MaineDOT project with local initiatives, expedite a project, and subsidize local forces with project funds. Typical LAPs are: Enhancement Projects (bicycle & pedestrian), Pavement Resurfacing, Traffic Signals, Small Harbor Improvement Projects and Park and Ride Lots. MaineDOT provides training and certification for municipal officials interested performing a LAP. For more information on Locally Administered Projects or certification requirements please contact: the Local Project Coordinator at (207) 624-3329.

Highway Improvement Programs

The largest and most important component of Maine's transportation system is its highway network. The overwhelming majority of people and commodities are moved over the State's 22,700 miles of public roads and highways. MaineDOT is responsible for approximately 8,327 miles, or 37% of the public road network. Moreover, 78% of all travel occurs on the roads maintained by MaineDOT.

Maine's investment in developing, upgrading, and maintaining this highway infrastructure is significant. MaineDOT's goal is to maintain and protect this investment and upgrade substandard components of the highway system to modern standards. The following outlines the capital improvement programs and initiatives proposed for the FY 2004-2005 biennium. These programs reflect the highway improvement needs articulated in the *Twenty-Year Transportation Plan* and *Six-Year Transportation Improvement Plan*. This program includes projects that will improve over 180 miles of the state's arterial, major collector, and minor collector highway system, at a cost of approximately \$143 million.

Rural Arterial Highways

Of the 8,327 miles of roadways administered and maintained by the MaineDOT, approximately 2,143 miles are classified as rural principal and minor arterial highways. Approximately 235 miles of this system are considered substandard (unbuilt).

MaineDOT is under a Legislative mandate to present biennial budgets that will result in improvement of the rural arterial highway system to modern design standards by 2009. This commitment to eliminate the remaining 235 miles of substandard "unbuilt" rural arterial highway over the remaining eight years represents a great challenge. Arterials are Maine's premiere highways system and the focus of the rural arterial improvement program is to reconstruct these highways in a manner that balances the need for mobility with preservation of Maine's way of life.

This BTIP contains funding for construction of a total of 44 rural arterial improvement projects. Twenty-nine (29) of these projects (62 miles) are anticipated to go to construction during the FY 2004-2005 biennium. Thirty-three (33) of these miles represent newly funded construction projects. Additionally, supplemental funding is provided for 29 miles presently in the construction phase. The supplemental funding needs are the result of projects that were 1) intended to be funded over two biennial cycles or 2) projects whose scope has changed because of land use changes or unanticipated physical conditions. The program also provides funding for engineering and right of way acquisition of an additional 12 miles of unbuilt roads. These newly engineered projects are anticipated to go to construction early in the FY 2006-2007 biennium.

Major Collector Corridors

Of the 8,327 miles of highways administered and maintained by the MaineDOT, approximately 3,260 miles are classified as major collector highways. Approximately 1,600 miles of this system have been identified as "unbuilt" and in need of improvement.

The hallmark of the Collector Highway Improvement Program (CHIP) is to provide safe, modern major collector highways at a cost commensurate with the traffic load and function of this highway system. The CHIP program develops projects on a corridor basis rather than as short individual sections. This focus on longer roads connecting communities saves on the cost of multiple contractor mobilizations and provides a completely upgraded highway corridor at the end of the CHIP project process.

This BTIP includes approximately \$48 million in funding to improve approximately 110 miles of major collector highway.

Highway Improvement Programs

Minor Collectors

There are over 2,200 miles of minor collector highways spread across Maine through over 400 municipalities. The Rural Road Initiative (RRI) addresses improvement needs on this highway system. Under the RRI, the State provides two-thirds of the improvement cost, while the municipality provides the remaining one-third.

MaineDOT has developed a set of minor collector road standards, a State/local agreement, and a set of goals and objectives for this program. The Assistant Division Engineer in each of MaineDOT's seven Division Offices will work directly with interested municipalities to determine project scope and cost, based on a municipality's need and available resources. This BTIP contains \$6.2 million in State funds, which will leverage another \$3.1 million in local funds, to finance at least 35 miles of minor collector improvements statewide. The number of towns interested in participating in this program has increased from 111 in the 2002-2007 Six-Year Plan to 163 in the 2004-2009 Six-Year Plan.

Collector Improvement Program (CIP)

This program provides \$5.9 million to support spot improvements on roads functionally classified as minor or major collectors. Projects are included in this program for minor roadway rehabilitation, safety improvements, culvert replacement, ditch and drainage improvements, and guardrail improvements.

Urban Arterial & Collector Highways

This BTIP provides \$9.3 million for arterial and collector improvements within urban areas of the State. In addition to these urban highway improvements, this program contains another \$28 million dollars in mobility projects that add capacity in urban areas. Mobility projects are discussed in more detail later in this document.

<i>Summary of Highway Improvements</i>					
<i>Program</i>	<i>Urban Arterial & Collector</i>	<i>Rural Arterial</i>	<i>Rural Major Collector</i>	<i>Minor Collector</i>	<i>Total</i>
<i>Engineering (miles)</i>	7.6	12.4	1.2	0	21.2
<i>Construction (miles)⁽¹⁾</i>	8.1	61.9	110.1	35.0	215.1
<i>Total Cost⁽²⁾ (millions)</i>	\$12.7	\$64.5	\$50.5	\$9.3	\$137.0

(1) Includes both new construction projects and supplemental funding for previously funded construction project.

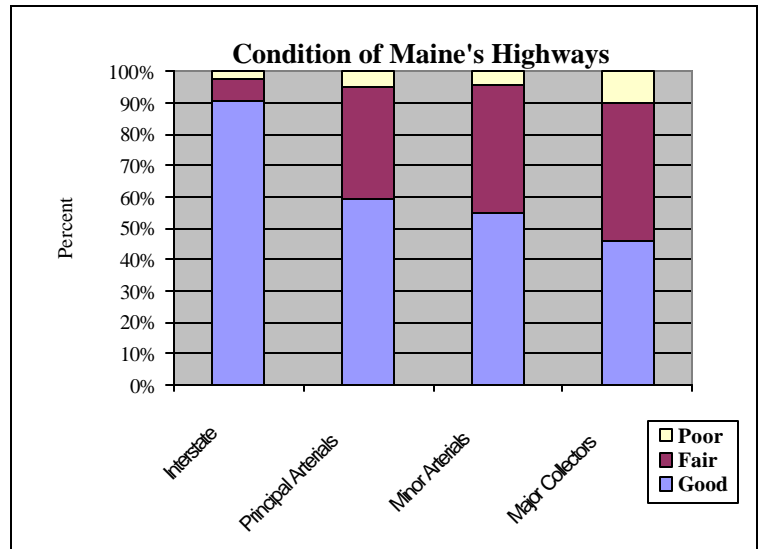
(2) Does not include spot improvement of the Collector Improvement Program.

Paving Programs

MaineDOT maintains over 8,300 miles of arterial and collector highway throughout the State. Nearly one-half have been improved to handle current traffic loads and to meet modern standards for vehicle safety. This represents a major investment that must be protected through a properly executed pavement management program. By maintaining the pavement's integrity, MaineDOT seeks to avoid damages to the highway system that would require major capital investment to restore.

The current volatility being experienced in the petroleum markets may have an impact on the delivery of paving as it affects the cost of asphalt as well as the added cost of fuel required to operate the paving equipment.

Maine's highway network is presently in good condition and has remained in good condition for nearly two decades. This result can be directly attributed to a pavement management program.



Pavement Preservation Program

MaineDOT has continued to refine the approach to the preservation of its pavement that will result in significant cost savings over the long-term. This approach is referred to as *pavement preventative maintenance* (PPM). PPM may be defined as applying the right treatment to the right pavement at the right time. The PPM philosophy is to apply lighter, less expensive treatments earlier in a pavement's life, and more frequently thereafter to maintain the pavement in optimum condition. MaineDOT's PPM consists of cost-effective treatments, such as crack sealing, micro-surfacing, foamed asphalt, light and medium resurfacing. Since PPM expands the treatment options available to MaineDOT, particularly lower cost options applied earlier in the pavement's life-cycle, MaineDOT may treat more miles and minimize life-cycle costs.

The proposed PPM in this BTIP will address 612 miles of arterial and collector highways at a cost of approximately \$95 million as compared to the FY02-03 program that addressed 401 miles at a cost of \$91.4 million. The average cost for treatments under this new PPM approach is \$155,000 versus \$230,000 per mile for paving projects programmed in the prior biennium.

FY 04-05 Pavement Preservation Program				
Treatment Type	Arterials		Major Collectors	
	Miles	Cost (M)	Miles	Cost (M)
Micro-Surfacing	42	\$2.2	6	\$0.4
¾ inch Overlay	168	\$15.3	89	\$7.8
Level II Overlay	148	\$35.7	91	\$19.1
Foamed Asphalt	6	\$2.2	3	\$0.8
Mill & Fill	50	\$9.6	9	\$2.2
Total ⁽¹⁾	414	\$65.0	198	\$30.3

(1) Does not include \$2.6 million for statewide crack sealing and Interstate spot shoulder and slab repairs.

Paving Programs

Maintenance Paving

Maintenance paving is not a structural overlay but rather a maintenance treatment and typically has a useful life of 6 to 7 years. With this biennial program, Maine will meet its objectives of matching maintenance paving frequency with the expected useful life of this treatment. During Fiscal Years 2004 and 2005, 1,450 miles of maintenance paving is proposed, at \$28.3 million. This includes all material costs and estimated costs for MDOT trucking.



Bridge Replacement & Rehabilitation Programs

Because of Maine's topography and many waterways, bridges are vital to the transportation network. MaineDOT has full responsibility for 2,741 bridge structures which represent an enormous infrastructure investment. Keeping with the spirit of its Resource Allocation Policy, MaineDOT considers upkeep and protection of this investment one of its top priorities for funding. The philosophy of the bridge capital improvement program is to select the appropriate treatment and apply it at the most appropriate time to realize the greatest benefit for every dollar spent. Improvements to bridges with deficiencies may be coordinated with highway improvements to achieve additional cost savings and minimize disruption to traffic.

Through the application of this philosophy, MaineDOT has made headway in increasing the federal bridge sufficiency rating over the last half decade. Maintaining gains in bridge sufficiency ratings will be a significant challenge for MaineDOT, because Maine's bridges are aging and many are approaching the end of their expected service life. For instance, the service life of a steel culvert is 50 years and 12% of steel culverts in Maine are older than 50 years. The expected service life of a traditional bridge is 80 years and 4% currently exceed their expected service life. However, a great number of the bridges in Maine were built in the 1920's and 1930's and even a larger number of bridges will be coming of age in the next decade. This program continues MaineDOT's commitment to address these long term needs.

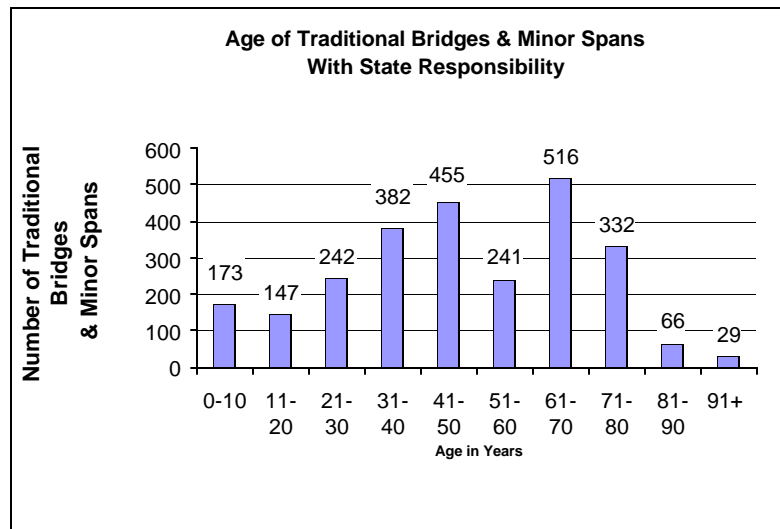
Since publication of the FY 02-03 BTIP, a new State Law has changed MaineDOT's responsibilities with respect to maintenance and capital improvement of bridge structures. MaineDOT now has complete responsibility for:

- 19 extraordinary bridges (over 250 feet in length and at least a \$5 million need)
- 1,953 traditional bridges (equal to or greater than 20 feet in length on any public road), and
- 769 minor spans (10 to 20 feet in length on State or State Aid Highways).

Extraordinary Bridges

This program contains \$24.7 million in funding for 11 of Maine's 19 extraordinary bridges.

Funding is included for improvements, rehabilitation, or replacement is included for the Old Town- Milford Bridge on US Route 2, Augusta Memorial Bridge, Carlton Bridge in Bath, Frank J. Wood Bridge in Brunswick/Topsham, and Casco Bay Bridge in Portland. Funding for studies and engineering is included for the Bath Viaduct, Norridgewock Covered Bridge, Fort Kent International Bridge, Deer Isle/Sedgwick Bridge, Bailey Island Bridge in Harpswell, and Memorial Bridge in Kittery. Funding for painting is included for the Aroostook River Bridge in Caribou.



Bridge Replacement & Rehabilitation Programs

Traditional Bridges & Minor Spans

This BTIP includes \$54 million for the improvement, rehabilitation, or replacement of 60 traditional bridges and funds to begin engineering on an additional 21 of bridges.

Sixteen (16) minor spans are funded for replacement and one (1) is funded for engineering. This BTIP provides \$4 million for these minor spans.

Strut Replacement Program

The term “strut” applies to a culvert type drainage structure, generally with a diameter of greater than 5 feet, but in all cases less than 10 feet. Struts are too costly to replace under normal maintenance activities and are too small to qualify for traditional bridge funding. Therefore, struts are separated under their own distinct program. This BTIP provides \$3.5 million in funding to complete the replacement of all remaining “critical” and “very poor” rated struts on “built” State and State-Aid highways. At current levels of funding all “poor” and “marginal struts will be replaced by the end of the FY 2010-2011 biennium.



Safety, Technology, and Mobility Programs

Maintaining a safe and efficient highway system is of paramount importance to the MaineDOT as well as to the Federal Highway Administration (FHWA). In fact, FHWA has identified safety and congestion mitigation as two of its three “*Vital Few*” priority areas.

Transportation Safety

Although highway safety performance in Maine is generally improving, there remain several issues and concerns that require continuing attention. To help address these concerns, two basic Federal-aid highway safety programs are available to the Department; the *Hazard Elimination Program* and the *Railway-Highway Intersection Improvement Program*. Funds provided under these programs are applicable to priority safety improvements on any public road.

The Hazard Elimination Program addresses existing and potential high hazard locations that exhibit treatable crash patterns. Projects are selected based upon a benefit-to-cost analysis. Example projects include horizontal and vertical realignment of roads, intersection channelization, signal improvements, and guardrail upgrades. Twenty-five hazard elimination projects with a total cost of approximately \$6.0 million are included in this program.

The Railway-Highway Intersection Improvement Program addresses safety issues at rail/highway grade crossings. Projects are selected based upon a scoring system that considers the type of existing crossing protection device, crash potential, operating characteristics, and the condition of the crossing surface. Example projects include the installation and upgrade of existing crossing warning devices and grade crossing surface improvements. Eighteen grade crossing projects with a total cost of approximately \$2.3 million are included in this program.

MaineDOT’s emphasis on highway safety is not limited to those improvements funded through the above programs. Safety is a prime consideration in the design and construction of all highway improvement projects.

Intelligent Transportation Systems (ITS)

This BTIP contains \$3.6 million in investment the utilizations of technology to increase highway safety and efficiency. Major ITS projects are:

- The Traveler Information Online (TRIO) project will provide travelers in Maine, New Hampshire, and Vermont real time information on road conditions, lodging, and recreational activities,
- A Feasibility Study of a universal traveler Electronic Payment System (EPS),
- Implantation of a 511 system that will provide a universal access number for travel information,
- Roadway Weather Information Stations to assist MaineDOT in snow and ice control, and Intersection Collision Avoidance Warning Systems dynamic sign system that warns drivers at intersections with poor visibility.

Economic Benefits of Safety Improvements:

The economic impact of crashes occurring on public roads in Maine in 2001 is estimated at nearly \$1.2 billion. This represents about a 6% reduction in economic impact over the past 10 years that can be attributed primarily to safer roads and safer vehicles.

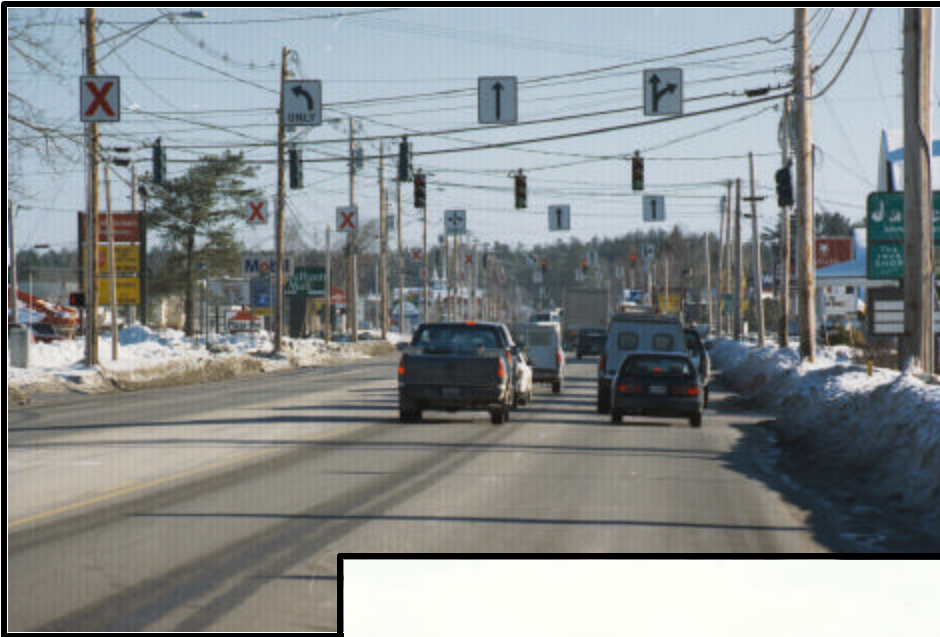
MaineDOT’s Investment in Livable Communities:

MaineDOT supports planning that promotes livable communities and projects that lead to investments in community centers. This program includes investments in downtowns, villages and service centers where mixed uses exist or are planned. These investments provide safety and mobility improvements. In addition, investments in mixed use areas concentrate the benefit for pedestrian, bicycle and transit projects. These areas provide individuals the ability to accomplish multiple tasks with fewer vehicle trips, resulting in less highway congestion and protection of air quality.

Safety, Technology, and Mobility Programs

Highway Mobility

MaineDOT invests in a wide range of strategies to improve highway mobility. The goal of highway mobility projects is to improve the flow of traffic at locations having capacity limitations or other operational deficiencies. These projects range from improving roadway geometry and traffic control at major intersections, to adding lanes on heavily traveled arterial routes or relieving deficient locations by adding new capacity at new locations. Among the major highway mobility projects proposed in this BTIP are the completion of a new Kennebec River crossing in Augusta; construction of a westerly bypass of the village of Gray; construction of a new connector road from I-295 to West Commercial Street in Portland; and funding for preliminary engineering and right-of-way for a new bypass of Gorham Village, a new river crossing in Skowhegan, a new border crossing in Calais, and a new road connecting I-395 in Brewer with Route 9 in Eddington.



Environmental Programs

Each project in this BTIP, from road reconstruction to bridge replacement to airport improvements, is programmed and planned anticipating MaineDOT's firm commitment to balance and integrate environmental and transportation goals. The Department's commitment extends beyond compliance with environmental laws to stewardship of Maine's communities and ecosystems. MaineDOT supports Maine's natural resource-based economy.

MaineDOT's projects benefit Maine's environment and quality of life. Many help to:

- sustain the economic base,
- improve fish passage,
- prevent erosion and sedimentation,
- build permanent water quality controls,
- mitigate contaminated water/soils, and
- mitigate impacts to resources.

This BTIP continues investments in scenic byways, community gateways, vegetation management, landscaping, pesticide reduction, rest area improvements, surface water quality, hydrology, natural areas, ecosystem mitigation and restoration.

This program provides a new focus on stewardship of historic and cultural transportation facilities and heritage and is based on a strong partnership with the Maine Historic Preservation Commission. This BTIP continues ongoing investments and planning to address major historic bridges and sustained attention to historic communities, context, and livability.

Economic Benefits of MaineDOT's Environmental Programs:

Scenic Byways:

Maine's Scenic Byway Program is a key part of tourism marketing efforts in rural Maine. Maine's designated scenic byways help attract tourists.

Lake-water quality:

Maine's economic health is heavily influenced by the pristine quality of its lakes. Clean lakes are a key component of tourism and recreational real estate markets across Maine. Each MaineDOT project and maintenance activity aims to improve surface water quality. MaineDOT partners with local watershed groups to address sensitive areas.

Community Gateways:

Dozens of Maine communities have partnered with MaineDOT to improve regional and local gateways. New bilingual signs in the Saint John Valley, as one example, welcome all visitors to this diverse and vibrant region.





Passenger Transportation Programs

MaineDOT supports development and operation of an efficient, environmentally sensitive, and cost-effective passenger transportation system that encourages the use of alternate modes of transportation to meet the present and future needs of Maine citizens, businesses, and visitors. This BTIP invests \$120 million in Maine's rail, airports, public transit, ferry service and bicycle/pedestrian trails. It supports Maine's multi-billion dollar tourism industry through *ExploreMaine*, the Department's plan to serve travelers without their cars by providing more travel choices for both Maine's residents and visitors.

ExploreMaine

In support of MaineDOT's *ExploreMaine* initiative this program provides funds to develop shore-side infrastructure to support cruise ships and ferries in Portland. Funding is also provided for the marketing of recently initiated components of *ExploreMaine*.

Air Transportation

The MaineDOT provides support to 36 publicly owned airports. This program provides \$37 million for a variety of air transportation improvement projects including:

- Airport Safety, Security, and Compliance
- Construction,
- Runway Pavement Preservation,
- Essential Air Service, and
- Aviation Planning.

Highway Mass Transportation

This program provides a \$35 million investment to Maine's mass transit systems. Major initiatives include an aggressive bus replacement program and support for the transition to clean fueled vehicles. Rideshare, van pooling, development of intermodal facilities, and park and ride facilities are also part of this investment. The Department will also focus on establishing new service, consistent with the Transit Needs Study, in communities where passenger rail service exists or is planned.

Ferry Service

This BTIP invests \$12 million in the Maine State Ferry Service. The projects of highest priority are the replacement of the vessel Governor Curtis and expansion of the docking facilities in Rockland. In addition, MaineDOT provides financial support to Casco Bay Island Transit District (CBITD) to ensure mainland access for the islands of Casco Bay.

Economic Benefits of the Passenger Transportation Investment:

Tourism is rapidly becoming Maine's leading economic activity. *Explore Maine* and other passenger based programs support increased tourism that will not add to our highway congestion and air quality issues.

Air service is critical to linking Maine businesses to major markets. Reliable air service has been identified as a key component in regional economic development. This BTIP invests more than \$40 million in over 50 airport improvement projects. These include refurbishment of hangers at Presque Isle International and Loring Airports to support additional commercial activity.

Ferry services provide the mainland access critical for the survival of Maine's year round island communities. MaineDOT is partnering with Portland in the redevelopment of the Maine State Pier site to consolidate marine passenger services. This project will elevate peak season congestion accessing the Casco Bay Ferry and Prince of Fundy lines. It will also support cruise ship related tourism and link it to Portland's Downtown and Old Port.

Passenger Rail service north of Portland will provide alternative access to Maine's most visited tourist related retail district in Maine. These investments allow for retail growth without the associated increase in congestion.

Passenger Transportation Programs

Passenger Rail

This BTIP provides for an aggressive program in support of passenger rail through joint efforts with the Northern New England Passenger Rail Authority. The Department is investing \$4.0 million to extend passenger rail to Brunswick and Auburn including:

- improvements to the newly purchased Union Branch in Portland,
- a new rail bridge over Back Cove in Portland,
- upgrade of the St. Lawrence and Atlantic through to Yarmouth Junction, and
- continued investment in the Guilford line through to Brunswick.

This will enable Amtrak service to extend north to Freeport and Brunswick from Portland and provide possible future passenger service to Auburn. This investment may also support commuter rail service from Brunswick and Auburn into Portland.

This BTIP includes \$6 million in continued investment in the upgrade/rehabilitation of the State owned Rockland Branch Rail. Connections to the Amtrak passenger service to and from Boston will be available once the connection has been established. This BTIP provides technical and financial support for communities in the corridor to develop stations and supporting transit services.

Bicycle/Pedestrian Program

This BTIP includes \$10 million to support bicycle and pedestrian transportation projects. Key projects include the Eastern and Mountain Division trails, and a new initiative titled "Safe Ways to Schools". In addition, the Department will continue its policy to include paved shoulders that improve highway safety, which also supports bicycle and pedestrian travel.



Transportation Enhancement- Investments in Maine Communities:

Maine's Transportation Enhancement Program is designed to invest directly in communities' economic vitality and livability. MaineDOT uses a portion of its Enhancement funds to support the *ExploreMaine* initiative by developing projects that get people out of automobiles and onto pedestrian and bicycle facilities. This program is also used to mitigate environmental impacts of transportation facilities and enhance downtown revitalization initiatives.

This BTIP contains approximately \$10 million in Transportation Enhancement projects.

Freight Transportation Programs

MaineDOT supports the development and operation of an efficient freight transportation system in Maine. This BTIP includes an \$18.5 million investment in ports, railroads, airports, and motor carriers.

Motor Carrier Program

Motor carriers are the predominant mode of freight transportation in Maine, constituting approximately 89% of all transported freight tonnage in 2000. This BTIP invests in a number of motor carrier initiatives in order to promote the safe, efficient flow of motor carriers throughout Maine. This program includes:

- engineering and construction of a new truck rest area,
- engineering to automate the existing truck weigh area in York,
- support for the Maine State Police Commercial Vehicle Enforcement Unit's scheduled equipment upgrade, and
- automated over-limit permitting and truck credentialing improvements.

Freight Rail Program

Rail investments in this program are consistent with MaineDOT's Three-Rail Carrier Strategy.

This program includes:

- track extension at the Loring Commerce Center,
- bridge improvements of the Lower Road railroad line between Brunswick to Topsham, and
- continued support for the Industrial Rail Access Program (IRAP).

This BTIP will provide \$5.4 million grants to Montreal, Maine & Atlantic Railway (MMA) to support track improvements on the MMA system. MMA, successor to the bankrupt Bangor and Aroostook Railroad, serves Maine from Searsport to Van Buren and Brownville to Quebec, providing a critical component of economic stability and development to the entire region.

Marine Program

Seven (\$7) million of marine investments in this BTIP are consistent with MaineDOT's Three Port Strategy. This program includes the funds to complete improvement to the General Purpose Cargo Pier at Mack Point in Searsport that will allow shipping in this area to diversify and grow amid the changing product markets. This BTIP also provides for landside and marine improvements to coastal public marine facilities under the Small Harbor Improvement Program (SHIP).



Economic Benefits of Freight Transportation Investments:

Small Harbor Improvement Program (SHIP)

SHIP invests in public and commercial access to Maine's harbors. It promotes economic development related to commercial fishing and recreational boating.

The Industrial Rail Access Program (IRAP)

MaineDOT uses the Industrial Rail Access Program (IRAP), which involves up to a 50% MaineDOT share for rail-related capital improvements, to improve shipper access to and interest in railroad access. This program helps attract new business and stimulates existing business in divergent areas of Maine served by rail.

Public/Private Partnerships

MaineDOT partnered with Sprague Energy to invest \$20 million in the redevelopment of the Port of Searsport. Without this partnership redevelopment of this critical port may not have been possible.

Project Listings

Note to Reader's

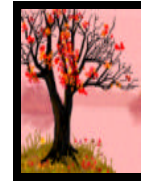
The transportation improvement projects proposed for the 2004-2005 biennium are summarized on the following pages, first, by MaineDOT Maintenance Division, and second, alphabetically by municipality within each Division. Each project description includes the Project Identification Number (PIN), route or roadway name, type and description of work, roadway functional class, length of project (if highway related), project location, estimated cost, and primary fund source. Icons (shown below) preceding each project listing indicate the MaineDOT unit responsible for developing the project.



Bridge Program



Multimodal Program



Environmental Office



Regional Program



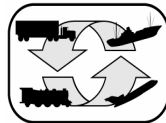
Bureau of Maintenance & Operations



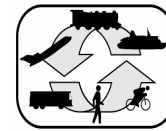
Bureau of Planning



Urban & Arterial Program



Office of Freight Transportation



Office of Passenger Transportation

In the event that a project extends into more than one municipality or Maintenance Division, all affected municipalities will be listed in that description and the project will be identified by only one PIN. Project descriptions with multiple municipalities are listed directionally from south to north and west to east, with the first town dictating the alphabetical priority. Projects that are statewide or regional in nature appear in the end of the listing under "Statewide/Regional Projects". For your convenience an index is provided listing municipalities in alphabetical order, indicating the affected MaineDOT Maintenance Division.

Municipal Listing

The following list of municipalities are those referenced in the Project Listing section of this document.

Municipality	Division
Abbot	3
Acton	6
Addison	2
Albion	4
Alder Stream Twp	7
Alexander	2
Alfred	6
Allagash	1
Alna	5
Alton	3
Amherst	2
Andover	7
Anson	4
Appleton	5
Argyle	3
Arrowsic	5
Arundel	6
Ashland	1
Athens	4
Auburn	7
Augusta	4
Avon	7
Baileyville	2
Baldwin	6
Bancroft	1
Bangor	3
Bar Harbor	2
Baring Plt	2
Barnard Plt	4
Bath	5
Beals	2
Belfast	5
Belmont	5
Benedicta	1
Benton	4
Berwick	6
Bethel	7
Biddeford	6
Bingham	4
Blanchard Plt	3
Blue Hill	2
Boothbay	5
Bowdoin	5
Bowdoinham	5

Municipality	Division
Bowerbank	3
Bremen	5
Brewer	3
Bridgton	6
Brighton Plt	4
Bristol	5
Brooklin	2
Brooksville	2
Brownville	3
Brunswick	6
Buckfield	7
Bucksport	2
Burnham	4
Buxton	6
Calais	2
Cambridge	4
Camden	5
Canaan	4
Canton	7
Cape Elizabeth	6
Caribou	1
Carmel	3
Carrabassett Valley	7
Carroll Plt	3
Carthage	7
Casco	6
Castine	2
Castle Hill	1
Chain Of Ponds Twp	7
Charleston	3
Chelsea	4
Chester	3
Chesterville	7
China	4
Clinton	4
Codyville Plt	2
Columbia	2
Columbia Falls	2
Concord Twp	4
Cooper	2
Coplin Plt	7
Corinna	3
Corinth	3
Cornish	6

Municipal Listing

The following list of municipalities are those referenced in the Project Listing section of this document.

Municipality	Division
Cornville	4
Cranberry Isles	2
Crawford	2
Cumberland	6
Cushing	5
Cutler	2
Damariscotta	5
Danforth	2
Deblois	2
Deer Isle	2
Denmark	7
Dennysville	2
Detroit	4
Dexter	3
Dixfield	7
Dixmont	3
Dover-Foxcroft	3
Dresden	5
Drew Plt	3
Dyer Brook	1
East Machias	2
Eastbrook	2
Easton	1
Eastport	2
Eddington	3
Edgecomb	5
Edinburg	3
Edmunds Twp	2
Eliot	6
Ellsworth	2
Embden	4
Enfield	3
Etna	3
Eustis	7
Exeter	3
Fairfield	4
Falmouth	6
Farmingdale	4
Farmington	7
Fayette	4
Fort Fairfield	1
Fort Kent	1
Frankfort	5
Franklin	2

Municipality	Division
Freedom	5
Freeman Twp	7
Freeport	6
Frenchville	1
Friendship	5
Fryeburg	7
Gardiner	4
Garland	3
Georgetown	5
Gilead	7
Glenburn	3
Glenwood Plt	1
Gorham	6
Gouldsboro	2
Gray	6
Greenbush	3
Greene	7
Greenfield	3
Greenville	3
Grindstone Twp	3
Guilford	3
Hallowell	4
Hamlin	1
Hampden	3
Hancock	2
Hanover	7
Harmony	4
Harpswell	6
Harrington	2
Hartland	4
Haynesville	1
Hermon	3
Herseytown Twp	1
Highland Plt	7
Hiram	7
Hodgdon	1
Holden	3
Hollis	6
Hope	5
Houlton	1
Howland	3
Hudson	3
Industry	7
Jackman	4

Municipal Listing

The following list of municipalities are those referenced in the Project Listing section of this document.

Municipality	Division
Jackson	5
Jay	7
Jefferson	5
Jim Pond Twp	7
Jonesboro	2
Jonesport	2
Kenduskeag	3
Kennebunk	6
Kennebunkport	6
Kingfield	7
Kingsbury Plt	3
Kittery	6
Knox	5
Lagrange	3
Lambert Lake Twp	2
Lamoine	2
Lebanon	6
Lee	3
Leeds	7
Letter D Twp	7
Levant	3
Lewiston	7
Lexington Twp	7
Liberty	5
Lily Bay Twp.	3
Limerick	6
Limestone	1
Limington	6
Lincoln	3
Lincolnton	5
Linneus	1
Lisbon	7
Litchfield	4
Littleton	1
Livermore Falls	7
Long Pond Twp	4
Lovell	7
Lowell	3
Lubec	2
Ludlow	1
Lyman	6
Machias	2
Machiasport	2
Madawaska	1

Municipality	Division
Madison	4
Manchester	4
Mariaville	2
Marion Twp	2
Mars Hill	1
Masardis	1
Mattamiscontis	3
Maxfield	3
Mayfield Twp	4
Mechanic Falls	6
Meddybemps	2
Medford	3
Medway	3
Mexico	7
Milbridge	2
Milford	3
Millinocket	3
Milo	3
Minot	7
Monmouth	4
Monroe	5
Monson	3
Montville	5
Moro Plt	1
Morrill	5
Moscow	4
Mt Desert	2
Naples	6
Nashville Plt	1
New Canada	1
New Gloucester	6
New Limerick	1
New Portland	7
New Sharon	4
New Vineyard	7
Newburgh	3
Newcastle	5
Newfield	6
Newport	3
Newry	7
No 14 Twp	2
Nobleboro	5
Norridgewock	4
North Berwick	6

Municipal Listing

The following list of municipalities are those referenced in the Project Listing section of this document.

Municipality	Division
North Yarmouth	6
North Yarmouth Academy	1
Norway	7
Oakfield	1
Oakland	4
Ogunquit	6
Old Orchard Beach	6
Old Town	3
Orient	1
Orland	2
Orono	3
Orrington	3
Otis	2
Oxford	7
Palermo	5
Palmyra	4
Paris	7
Parkman	3
Parsonsfield	6
Passadumkeag	3
Passamaquoddy(Ind. Twp)	2
Patten	1
Pembroke	2
Penobscot	2
Perry	2
Peru	7
Phillips	7
Pittsfield	4
Pittston	4
Plymouth	3
Poland	6
Portage Lake	1
Portland	6
Pownal	6
Prentiss Plt	3
Presque Isle	1
Princeton	2
Prospect	5
Randolph	4
Rangeley	7
Raymond	6
Readfield	4
Reed Plt	1
Regional	0

Municipality	Division
Richmond	5
Ripley	4
Robbinston	2
Rockland	5
Rockport	5
Rockwood Strip	3
Rome	4
Roxbury	7
Rumford	7
Sabattus	7
Saco	6
Sandwich Academy Grant	3
Sanford	6
Sangerville	3
Scarborough	6
Searsmont	5
Searsport	5
Sebago	6
Sebec	3
Sedgwick	2
Shapleigh	6
Sherman	1
Sidney	4
Silver Ridge Twp	1
Skowhegan	4
Smyrna	1
Soldiertown Twp	3
Solon	4
Somerville	5
Sorrento	2
South Berwick	6
South Bristol	5
South Portland	6
South Thomaston	5
Southport	5
Southwest Harbor	2
Springfield	3
St Agatha	1
St Albans	4
St Francis	1
St George	5
St John Plt	1
Stacyville	1
Standish	6

Municipal Listing

The following list of municipalities are those referenced in the Project Listing section of this document.

Municipality	Division
Sarks	4
Statewide	0
Stetson	3
Steuben	2
Stockholm	1
Stockton Springs	5
Strong	7
Sullivan	2
Sumner	7
Surry	2
Swanville	5
Sweden	7
T3 Indian Purchase	3
Talmadge	2
Taunton And Raynham	3
Temple	7
Thomaston	5
Topsfield	2
Topsham	5
Tremont	2
Trenton	2
Troy	5
Turner	7
Twp 01 R9 WELS	3
Twp 07 Sd	2
Twp 22 Md	2
Twp 28 Md	2
Twp01 R05 Wels	1
Twp01 R08 Wels	3
Twp07 R05 Wels	1
Twp08 R05 Wels	1
Twp09 R05 Wels	1
Twp16 R04 Wels	1
Twp17 R04 Wels	1
Twp17 R05 Wels	1
Twp18 Ed	2
Twp31 Md	2
Union	5
Upton	7
Van Buren	1
Vanceboro	2
Vassalboro	4
Veazie	3
Verona	2

Municipality	Division
Vinalhaven	5
Waite	2
Waldo	5
Waldoboro	5
Wallagrass Plt	1
Warren	5
Washburn	1
Washington	5
Waterboro	6
Waterford	7
Waterville	4
Wayne	4
Wellington	4
Wells	6
Wesley	2
West Bath	5
West Paris	7
Westbrook	6
Westfield	1
Weston	1
Whitefield	5
Whiting	2
Whitneyville	2
Willimantic	3
Wilton	7
Windham	6
Windsor	4
Winn	3
Winslow	4
Winter Harbor	2
Winterport	5
Winterville Plt	1
Winthrop	4
Wiscasset	5
Woodland	1
Woodstock	7
Woodville	3
Woolwich	5
Yarmouth	6
York	6