

**STATE OF MAINE
DEPARTMENT OF THE SECRETARY OF STATE**

Notice of Agency Rulemaking Proposal

AGENCY: Inland Fisheries and Wildlife

Advertise: June 10, 2026

CHAPTER NUMBER AND RULE TITLE: Chapter 16.07 - Deer Hunting (Expanded Archery areas)

TYPE OF RULE: Routine Technical

PROPOSAL FILING NUMBER:

BRIEF SUMMARY: The Department of Inland Fisheries and Wildlife is proposing to amend the areas open to hunting during the expanded archery season. The proposed change adds land area and joins and consolidates several existing expanded archery deer hunting areas along the southern and central Maine coast and adds some coastal islands to expanded archery. This proposed change provides additional deer harvest opportunities in areas where doe harvest tends to be below desired levels and where hunting as a management tool is limited by land access, challenging geography such as islands and peninsulas, and high levels of development. Please contact the agency contact person for a complete copy of the rule proposal.

PUBLIC HEARING: June 30, 2026 @ 4:00pm - Inland Fisheries and Wildlife, 353 Water Street, Room 423, Augusta. An online option for attending via Microsoft Teams will also be available. For those wishing to attend remotely, please contact the Agency Contact Person for this filing.

COMMENT DEADLINE: July 10, 2026

CONTACT PERSON FOR THIS FILING:

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CONTACT PERSON FOR SMALL BUSINESS IMPACT STATEMENT: Click or tap here to enter text.

FINANCIAL IMPACT ON MUNICIPALITIES OR COUNTIES: None anticipated

STATUTORY AUTHORITY FOR THIS RULE: 12 MRS Section 10104, 11401

SUBSTANTIVE STATE OR FEDERAL LAW BEING IMPLEMENTED: Click or tap here to enter text.

AGENCY WEBSITE: www.maine.gov/ifw

EMAIL ADDRESS FOR OVERALL AGENCY RULEMAKING LIAISON:

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Choose one of the following:

The summary provided above is for publication in both the newspaper and website notices.

STATE OF MAINE
DEPARTMENT OF THE SECRETARY OF STATE

Rulemaking Fact Sheet

(see 5 M.R.S. § 8057-A(1))

Agency: Inland Fisheries and Wildlife

Name, Address, Telephone Number, and Email Address of Agency Contact Person:

Becky Orff

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207-287-5202

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Comment Deadline(s): July 10, 2026

Principal Reason(s) or Purpose for Proposing this Rule [see 5 M.R.S. § 8057-A(1)(A)]: This proposed change adds land area and joins and consolidates several existing expanded archery deer hunting areas along the southern and central Maine coast and adds some coastal islands to expanded archery. This proposed change provides additional deer harvest opportunities in areas where doe harvests tend to be below desired levels and where hunting as a management tool is limited by land access, challenging geography such as islands and peninsulas, and high levels of development.

Is Material Incorporated by Reference into the Rule [see 5 M.R.S. § 8056(2-A)]? No

Analysis and Expected Operation of the Rule [see 5 M.R.S. § 8057-A(1)(B) & (D)]: The proposal adds land area along the south Maine coast to unite several existing expanded archery areas. This change will impact wildlife management districts (WMDs) where doe harvest tends to be below desired levels. This will increase harvest in these areas but not beyond desired levels.

The Department is proposing to add some other islands (Deer Isle, Stonington, and Eastport) that have historically experienced high levels of deer-human conflict. Islands pose a challenge to management in that removal through hunting is limited by low hunting pressure associated with limited land access and difficulty accessing islands.

Brief Summary of Relevant Information Considered During Development of the Rule (including up to 3 primary sources relied upon)[see 5 M.R.S. §§ 8057-A(1)(E) & 8063-B]: Anticipated harvest impacts were considered with this expanded opportunity and we do not believe these additions will result in over-harvest. Regional biologists and game wardens were consulted in the impacted areas to assess support for these additions and found unanimous support.

Estimated Fiscal Impact of the Rule [see 5 M.R.S. § 8057-A(1)(C)]: None anticipated. Click or tap here to enter text. Click or tap here to enter text.

Click or tap here to enter text.

AMEND CHAPTER 16.07 (7.) AS FOLLOWS:

09-137 DEPARTMENT OF INLAND FISHERIES AND WILDLIFE

Chapter 16: HUNTING

16.07 Deer Hunting

7. Expanded Archery Areas Open to Hunting of Deer

The expanded archery deer hunting season will be open only in the following areas:

A. Portion of WMD 24

Beginning at the Interstate Highway #95 bridge at the Maine New Hampshire border in Kittery; then following Interstate Highway #95 easterly to State Route #91 in York; then following State Route #91 southeasterly to U.S. Route #1; then following U.S. Route #1 northeasterly to the north shore of the Cape Neddick River; then following the shore easterly to Shore Road; then following Shore Road northerly to Bourne Lane; then following Bourne Lane westerly to U.S. Route #1; then following U.S. Route #1 northerly to State Route #35 (Summer Street) in Kennebunk; then following State Route #35 southeasterly to State Route #9; then following State Route #9 northerly to the junction of State Route #9 and State Route #208 in Biddeford; then following State Route #208 northwesterly beyond the first intersection of State Route #208 and Meetinghouse Road to the northwest intersection of State Route #208 and Meetinghouse Road; then following Meetinghouse Road southeasterly to Guinea Road; then following Guinea Road southwestly to Proctor Road; then following Proctor Road westerly to U.S. Route #1; then following U.S. Route #1 southerly to the railroad tracks; then following the railroad tracks northerly to the Biddeford Turnpike Access Road; then following the access road northwesterly to State Route #111; then following State Route #111 southwestly to Interstate Highway #95; then following Interstate Highway #95 northeasterly to exit #52 (Falmouth Spur); then following Falmouth Spur easterly to the railroad tracks in Portland; then following the railroad tracks northeasterly to Interstate Highway #295 in Freeport; then following Interstate Highway #295 northeasterly to the Androscoggin River bridge in Brunswick; then following the western shore of the Androscoggin River easterly to the western shore of the Kennebec River in Bath; then following the western shore of the Kennebec River southerly to the Atlantic Ocean in Phippsburg; then following the coast of Maine southwestly to the Maine New Hampshire border in Kittery; then following the Maine New Hampshire border northerly to the point of origin at the Interstate Highway #95 bridge across the Maine New Hampshire border in Kittery.

Note: Islands that are part of WMD 24 and connected to the mainland part of the WMD 24 expanded archery area at low tide or by man-made structures are considered part of the WMD 24 expanded archery area.

BA. Coastal Islands of WMD 27

Coastal islands that are part of WMD 27 and not connected to the mainland part of WMD 27 at low tide or by man-made structures are considered part of the Coastal Islands of WMD 27 expanded archery area.

EB. WMD 29

Refer to 16.15- WMD 29.

D. Towns of Eliot, Kittery, and South Berwick

Beginning at the junction of the Maine New Hampshire border and the Interstate Highway #95 bridge over the Piscataqua River in Kittery; then following the Maine New Hampshire border northwesterly and northerly to the State Route #101 bridge in Eliot; then following State Route #101 southeasterly to the junction of Interstate Highway #95; then following Interstate Highway #95 southwestly to the point of origin at the junction of the Maine New Hampshire border and the Interstate Highway #95 bridge over the Piscataqua River in Kittery.

E. Towns of Cumberland, Falmouth, North Yarmouth, Portland, Scarborough, South Portland, Westbrook, Windham, and Yarmouth

Beginning at the junction of Interstate Highway #95 and Broadturn Road in Scarborough; then following Broadturn Road westerly to Holmes Road; then following Holmes Road northeasterly to Beech Ridge Road; then following Beech Ridge Road northerly to Saco Street; then following Saco Street northerly to Main Street in Westbrook; then following Main Street easterly to Bridge Street; then following Bridge Street northerly to Cumberland Street; then following Cumberland Street northwesterly to River Road; then following River Road northwesterly to Anderson Road; then following Anderson Road northeasterly to Hardy Road in Falmouth; then following Hardy Road northeasterly to Duck Pond Road; then following Duck Pond Road easterly to Mast Road; then following Mast Road northerly to Blackstrap Road; then following Blackstrap Road northerly to Skillin Road in Cumberland; then following Skillin Road northeasterly to Blanchard Road; then following Blanchard Road northwesterly to Orchard Road; then following Orchard Road northeasterly to Haskell Road; then following Haskell Road northeasterly to State Route #115 in North Yarmouth; then following State Route #115 southeasterly to the power line corridor; then following the southern edge of the power line corridor northeasterly to the intersection with North Road; then following North Road easterly to Milliken Road; then following Milliken Road northeasterly to West Pownal Road; then following West Pownal Road southerly to Hallowell Road; then following Hallowell Road northeasterly to Royal Road; then following Royal Road southeasterly to Hodsdon Road; then following Hodsdon Road southeasterly to Granite Street; then following Granite Street southeasterly to the railroad tracks in Yarmouth; then following the railroad tracks southwestly to the Maine Turnpike exit #9 access road in Portland; then following the access road westerly to Interstate Highway #95; then following Interstate Highway #95 southerly to the point of origin at the junction of Interstate Highway #95 and Broadturn Road in Scarborough.

C. South Coastal Maine Expanded Archery Area

Beginning where the Interstate Highway #95 bridge crosses the Piscataqua River in Kittery; then following the coast of Maine northwesterly and northerly to the State Route #101 (Dover-Eliot Road) bridge in Eliot; then following State Route #101 southeasterly to the junction of Interstate Highway #95; then following the southern edge of the northbound lane of Interstate Highway #95 northeasterly to State Route #91 (Cider Hill Road) in York; then following State Route #91

southeasterly to U.S. Route #1; then following U.S. Route #1 northerly to the railroad tracks in Arundel; then following the railroad tracks northerly to the Biddeford Turnpike Access Road (Precourt Street); then following the access road northwesterly to State Route #111; then following State Route #111 westerly to Interstate Highway #95; then following the southern edge of the northbound lane of Interstate Highway #95 northeasterly to the junction of Interstate Highway #95 and Broadturn Road in Scarborough; then following Broadturn Road northwesterly to Holmes Road; then following Holmes Road northeasterly to Beech Ridge Road; then following Beech Ridge Road northerly to where it becomes Saco Street; then following Saco Street northerly to Main Street in Westbrook; then following Main Street easterly to Bridge Street; then following Bridge Street northerly to Cumberland Street; then following Cumberland Street northwesterly to where it becomes River Road; then following River Road northwesterly to Anderson Road; then following Anderson Road northeasterly to where it becomes Hardy Road in Falmouth; then following Hardy Road northeasterly to where it becomes Duck Pond Road; then following Duck Pond Road easterly to Mast Road; then following Mast Road northerly to Blackstrap Road; then following Blackstrap Road northerly to where it becomes Skillin Road in Cumberland; then following Skillin Road northeasterly to Blanchard Road; then following Blanchard Road northwesterly to Orchard Road; then following Orchard Road northeasterly to where it becomes Haskell Road; then following Haskell Road northeasterly to State Route #115 (Gray Road) in North Yarmouth; then following State Route #115 southeasterly to the power line corridor; then following the southern edge of the power line corridor northeasterly to the intersection with North Road; then following North Road easterly to Milliken Road; then following Milliken Road northeasterly to West Pownal Road; then following West Pownal Road southerly to Hallowell Road (State Route #9); then following Hallowell Road northeasterly to Royal Road; then following Royal Road southeasterly to Hodsdon Road; then following Hodsdon Road southeasterly to where it becomes Granite Street; then following Granite Street southeasterly to the railroad tracks in Yarmouth; then following the railroad tracks northeasterly to Interstate Highway #295 in Freeport; then following the southern edge of the northbound lane of Interstate Highway #295 northeasterly to the Androscoggin River bridge in Brunswick; then following the western shore of the Androscoggin River easterly to the western shore of the Kennebec River in Bath and the U.S. Route #1 bridge over the Kennebec River; then following U.S. Route #1 easterly to the junction of U.S. Route #1 and Dexter Street in Thomaston; then following Dexter Street northerly to Old County Road; then following Old County Road northeasterly to Thompson Meadow Road in Rockland; then following Thompson Meadow Road northwesterly to West Meadow Road; then following West Meadow Road northerly to Mountain Road; then following Mountain Road northerly to Bog Road; then following Bog Road northerly to Gurney Street; then following Gurney Street easterly to Old Rockland Road in Rockport; then following Old Rockland Road northerly to Rockville Street; then following Rockville Street easterly to Rockland Street; then following Rockland Street southerly to Porter Street; then following Porter Street easterly to South Street; then following South Street southeasterly to the junction of South Street and U.S. Route #1 (Commercial Street); then following U.S. Route #1 northerly to the junction of U.S. Route #1 and John Street in Camden; then following John Street northwesterly to Mechanic Street; then following Mechanic Street westerly to Melvin Heights Road; then following Melvin Heights Road northwesterly to Molyneaux Road; then following Molyneaux Road northeasterly to Beaucaire Avenue; then following Beaucaire Avenue northerly to Canaan Lane; then following Canaan Lane northeasterly to Woodland Road; then following Woodland Road southeasterly to Beaucaire Avenue; then following Beaucaire Avenue easterly to the junction of Beaucaire Avenue and State Route #52 (Turnpike Drive, which turns into Mountain Street); then following State Route #52 southerly to the junction of State Route #52 and U.S. Route #1; then following U.S. Route #1 northerly to where the U.S. Route #1 bridge crosses

the western shore of Verona Island; then following the northwestern shore of Verona Island to the U.S. Route #1 bridge into Bucksport; then following U.S. Route #1 to Hinks Street in Bucksport; then following Hinks Street northerly to Pond Street; then following Pond Street easterly to Wenbelle Drive; then following Wenbelle Drive northerly to Broadway; then following Broadway easterly to a point where the southeastern corner of property owned by the town and referred to as the Miles Lane Property intersects Broadway; then following the eastern line of the Miles Lane Property northerly to the CMP right of way; then following the CMP right of way easterly to a point where the southeastern corner of land owned by the town and referred to as the New Middle School Property intersects the CMP right of way; then following the eastern line of the New Middle School property northerly to the northeastern corner of the New Middle School Property; then following the northern line of the New Middle School Property westerly to the northwestern corner of the New Middle School Property; then following the western line of the New Middle School Property southerly to the CMP right of way; then following the CMP right of way westerly to a point where Forest Hill Street intersects the CMP right of way; then following Forest Hill Street southerly to Broadway; then following Broadway westerly to Central Street; then following Central Street southerly to School Street; then following School Street northwesterly to MacDonald Street; then following MacDonald Street southerly to Scott's Lane; then following Scott's Lane westerly to a point where Scott's Lane intersects the eastern line of the property owned by Webber Tanks; then following the eastern line of the property owned by Webber Tanks southerly to the southeastern corner of the land owned by Webber Tanks; then following the southern line of the property owned by Webber Tanks westerly to State Route #15/River Road; then following State Route #15 northwesterly to the point of origin at a point on the eastern side of State Route #15/River Road where the Central Maine Power line right of way intersects State Route #15; then following the right of way northeasterly to a point where it intersects a second CMP right of way extending generally in an east to west direction; then following the second CMP right of way easterly until it intersects Silver Lake Road; then following Silver Lake Road northerly to a point where the road right of way intersects the southern shore of Silver Lake; then following the southern shore of Silver Lake northeasterly and then southeasterly to a point where the shore intersects the access road leading from Central Street to the Silver Lake dam; then following the access road easterly to Central Street; then following Central Street northeasterly to Race Course Road; then following Race Course Road easterly to where it becomes Donovan Road and then easterly beyond its eastern terminus to the northeastern corner of the land of the Penobscot Nursing Home; then following the eastern line of the property of the Penobscot Nursing Home southerly to the CMP right of way; then following the right of way easterly to State Route #46; then following State Route #46 southwesterly to U.S. Route #1; then following U.S. Route #1 approximately 250 meters westerly to the Bucksport/Orland town line; then following the Bucksport/Orland town line southwesterly to the northern shore of the Penobscot River; then following the northern shore of the Penobscot River westerly to a point where the eastern line of the property owned by Hannaford Brothers intersects the northern shore of the Penobscot River; then following the eastern line of the property owned by Hannaford Brothers northerly to U.S. Route #1; then following U.S. Route #1 westerly to where the U.S. Route #1 bridge crosses the northern shore of Verona Island; then following the shore of Verona Island starting easterly around the perimeter of the island to where the U.S. Route #1 bridge crosses the western shore of Verona Island; then following U.S. Route #1 westerly to where it crosses the eastern shore of Prospect; then following the shoreline and remaining southerly of U.S. Route #1 along the coast of Maine to where the U.S. Route #1 bridge crosses the Piscataqua River in Kittery; then following the coast of Maine to the point of origin where the Interstate Highway #95 bridge crosses the Piscataqua River in Kittery, except that where U.S. Route #1 crosses the Maine coast, then U.S. Route #1 serves as the southerly boundary.

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Note: Islands that are part of WMDs 24, 25, and WMD 26 west of the Orland River and connected to the mainland part of the South Coastal Maine Expanded Archery Area at low tide or by man-made structures are considered part of the South Coastal Maine Expanded Archery Area. The Portsmouth Navy Shipyard at Seavey Island is not included in this expanded archery area.

FD. Towns of Auburn, Hebron, Lewiston, Lisbon, Minot, and Sabattus

Beginning at the junction of Interstate Highway #495 and the Androscoggin River in Lewiston; then following the Androscoggin River southerly approximately five miles to a point directly south of the southern terminus of Hatch Road in Lisbon; then overland northerly to the southern terminus of Hatch Road; then following Hatch Road northerly to Ferry Road; then following Ferry Road westerly to Pinewoods Road; then following Pinewoods Road northeasterly to Cotton Road; then following Cotton Road northwesterly and beyond its terminus to the crossing with Salmon Brook; then following Salmon Brook northeasterly to the crossing of Moody Road; then following Moody Road easterly to State Route #196 (Lisbon Street); then following State Route #196 northerly to Littlefield Road; then following Littlefield Road northerly to Lisbon Road in Sabattus; then following Lisbon Road northerly to State Route #126; then following State Route #126 southwesterly to the double Central Maine Power line in Lewiston; then following the power line northwesterly and then westerly to the southwest corner of Gulf Island Pond on the Androscoggin River; then following the power line northwesterly and then westerly to Brighton Hill Road; then following Brighton Hill Road southeasterly to Death Valley Road; then following Death Valley Road southerly to Marstons Hill Road; then following Marstons Hill Road southerly to Center Minot Hill Road; then following Center Minot Hill Road southerly to Garfield Road; then following Garfield Road southeasterly to Minot Avenue; then following Minot Avenue westerly to Merrow Road; then following Merrow Road southeasterly to Hotel Road; then following Hotel Road southerly to Kitty Hawk Avenue; then following Kitty Hawk Avenue southeasterly to Interstate Highway #495; then following Interstate Highway #495 northeasterly to the point of origin at the junction of Interstate Highway #495 and the Androscoggin River in Lewiston.

GE. Towns of Augusta, Chelsea, Farmingdale, Gardiner, Hallowell, and West Gardiner

Beginning at the intersection of State Route #105 and Church Hill Road in Augusta; then following Church Hill Road northerly to Stevens Road; then following Stevens Road westerly to Riverside Drive (U.S. Route #201/State Route #100); then following Riverside Drive southerly to the Central Maine Power lines (south of Sherwood Drive); then following the CMP lines westerly across the Kennebec River and Interstate Highway #95 to the intersection with Old Belgrade Road (State Route #3); then following Old Belgrade Road northwesterly to Civic Center Drive (State Route #8); then following Civic Center Drive southerly to Leighton Road; then following Leighton Road southerly to Old Winthrop Road; then following Old Winthrop Road easterly to Interstate Highway #95; then following Interstate Highway #95 southerly to State Route #126 in West Gardiner; then following State Route #126 easterly to U.S. Route #201; then following U.S. Route #201 southerly to Marston Road; then following Marston Road southerly to Capen Road; then following Capen Road easterly to River Avenue (State Route #24) and easterly to the western shore of the Kennebec River; then following the western shore of the Kennebec River northerly to a point directly west of the Ferry Road boat landing in Chelsea; then crossing the Kennebec River easterly to the Ferry Road boat landing; then following Ferry Road easterly to Hallowell Road; then following Hallowell Road easterly to Cony Road; then following Cony Road northerly until it crosses State Route #105 (South Belfast Avenue) and becomes Church Hill Road at the point of origin at the intersection of State Route #105 and Church Hill Road in Augusta.

HF. Towns of Benton, Fairfield, Oakland, Sidney, Waterville, and Winslow

Beginning at the intersection of the Kennebec River and Interstate Highway #95 in Fairfield; then following Interstate Highway #95 southerly to the intersection with Messalonskee Stream; then following Messalonskee Stream upstream to the intersection with State Route #23/Middle Road in Oakland; then following Middle Road southerly to Trafton Road; then following Trafton Road easterly to State Route #104 in Waterville; then following State Route #104 southerly to the intersection with the Sidney/Waterville town line; then following the town line easterly to the eastern shore of the Kennebec River; then following the eastern shore of the Kennebec River northerly to the intersection with Chaffee Brook in Winslow; then following Chaffee Brook easterly to the intersection with U.S. Route #201; then following U.S. Route #201 northerly to Carter Memorial Drive; then following Carter Memorial Drive easterly to State Route #137; then following State Route #137 easterly to the intersection with Outlet Stream to the Sebasticook River; then following the western shore of Outlet Stream northerly to the Sebasticook River; then crossing the Sebasticook River to the western shore of the Sebasticook River; then following the western shore of the Sebasticook River northerly to a point directly east of the eastern terminus of Heywood Road; then overland westerly to the eastern terminus of Heywood Road; then following Heywood Road westerly to Benton Avenue; then following Benton Avenue northerly to Interstate Highway #95 in Benton; then following Interstate Highway #95 westerly to the point of origin at the intersection of the Kennebec River and Interstate Highway #95 in Fairfield.

I. Towns of Camden, Owl's Head, Rockland, Rockport, and Thomaston

Beginning at the intersection of U.S. Route #1 and State Route #52 (Mountain Street) in Camden; then following State Route #52 northwesterly to Beaucaire Avenue; then following Beaucaire Avenue westerly to Molyneaux Road; then following Molyneaux Road southwestly to Melvin Heights Road; then following Melvin Heights Road southeasterly to Upper Mechanic Street; then following Upper Mechanic Street easterly to Mechanic Street; then following Mechanic Street easterly to John Street; then following John Street southeasterly to U.S. Route #1; then following U.S. Route #1 southerly to South Street in Rockport; then following South Street northwesterly to Porter Street; then following Porter Street westerly to State Route #17; then following State Route #17 northerly to Rockville Street; then following Rockville Street westerly to Old Rockland Street; then following Old Rockland Street southerly to Gurney Street; then following Gurney Street westerly to Bog Road in Rockland; then following Bog Road southerly to Mountain Road; then following Mountain Road southeasterly to West Meadow Road; then following West Meadow Road southerly to Thompson Road; then following Thompson Road easterly to Old County Road in Rockland; then following Old County Road southwestly to Dexter Street in Thomaston; then following Dexter Street southeasterly to U.S. Route #1; then following U.S. Route #1 southwestly to Buttermilk Lane; then following Buttermilk Lane southerly to the intersection with the Weskeag River; then following the eastern shore of the Weskeag River southerly to the Atlantic Ocean; then following the shore of the Atlantic Ocean easterly and then northerly to the mouth of Great Brook in Camden; then following Great Brook westerly to its intersection with U.S. Route #1; then following U.S. Route #1 southerly to the point of origin at the intersection of U.S. Route #1 and Mountain Street in Camden.

JG. Towns of Bangor, Brewer, Hampden, Hermon, Old Town, Orono, and Veazie

Beginning at a point on the western shore of the Penobscot River directly east of the eastern terminus of Kincaid Road in Hampden; then overland westerly to the eastern terminus of Kincaid Road; then following Kincaid Road westerly to U.S. Route #1A; then following U.S. Route #1A

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northerly to Kennebec Road; then following Kennebec Road westerly to the intersection with the Bangor and Aroostook Railroad tracks; then following the railroad tracks northerly to the intersection with State Route #15 in Bangor; then following State Route #15 easterly to Pushaw Road; then following Pushaw Road northerly to Church Road; then following Church Road northeasterly to Essex Street; then following Essex Street northerly to Forest Avenue in Orono; then following Forest Avenue easterly to Stillwater Avenue; then following Stillwater Avenue northerly to Interstate Highway #95; then following Interstate Highway #95 northerly to State Route #43 in Old Town; then following State Route #43 easterly to the intersection with the Stillwater River and the shore of Marsh Island; then following the shore of Marsh Island and the Stillwater River northerly and easterly to the Penobscot River; then following the shore of Marsh Island and the Penobscot River southerly to a point at the confluence of the Penobscot River and Eaton Brook in Brewer; then following Eaton Brook southerly to the intersection of State Route #9; then following State Route #9 westerly to Day Road; then following Day Road southerly to Lambert Road; then following Lambert Road westerly to the intersection with the Bangor Hydro transmission line; then following the transmission line southwestly to Wilson Street; then following Wilson Street southeasterly to the eastbound lane of Interstate Highway #395; then following the eastbound lane of Interstate Highway #395 westerly to the Maine Electric Power Company transmission line; then following the transmission line southwestly to the intersection with the railroad tracks; then following the railroad tracks westerly to the intersection with Green Point Road; then following Green Point Road southerly to Wiswell Road; then following Wiswell Road westerly to Elm Street; then following Elm Street westerly to the intersection with Sedgeunkedunk Stream; then following Sedgeunkedunk Stream westerly to the eastern shore of the Penobscot River; then following the eastern shore of the Penobscot River southerly to a point on the eastern shore of the Penobscot River directly east of the eastern terminus of Kincaid Road in Hampden; then crossing the Penobscot River westerly to the point of origin at a point on the western shore of the Penobscot River directly east of the eastern terminus of Kincaid Road in Hampden.

KH. Town of Castine

That portion of Castine that is south of Wadsworth Cove, the British Canal, and Hatch Cove, referred to locally as Castine “on-neck.”

L. ~~Town of Bucksport~~

~~Beginning at a point on the eastern side of State Route #15/River Road where the Central Maine Power line right of way intersects State Route #15; then following the right of way northeasterly to a point where it intersects a second CMP right of way extending generally in an east to west direction; then following the second CMP right of way easterly until it intersects Silver Lake Road; then following Silver Lake Road northerly to a point where the road right of way intersects the southern shore of Silver Lake; then following the southern shore of Silver Lake northeasterly and then southeasterly to a point where the shore intersects the access road leading from Central Street to the Silver Lake dam; then following the access road easterly to Central Street; then following Central Street northeasterly to Race Course Road; then following Race Course Road easterly and then easterly beyond its eastern terminus to the northeastern corner of the land of the Penobscot Nursing Home; then following the eastern line of the property of the Penobscot Nursing Home southerly to the CMP right of way; then following the right of way easterly to State Route #46; then following State Route #46 southwestly to U.S. Route #1; then following U.S. Route #1 approximately 250 meters westerly to the Bucksport/Orland town line; then following the Bucksport/Orland town line southwestly to the northern shore of the Penobscot River; then~~

following the northern shore of the Penobscot River westerly to a point where the eastern line of the property owned by Hannaford Brothers intersects the northern shore of the Penobscot River; then following the eastern line of the property owned by Hannaford Brothers northerly to U.S. Route #1; then following U.S. Route #1 westerly to Hineks Street; then following Hineks Street northerly to Pond Street; then following Pond Street easterly to Wenbelle Drive; then following Wenbelle Drive northerly to Broadway; then following Broadway easterly to a point where the southeastern corner of property owned by the town and referred to as the Miles Lane Property intersects Broadway; then following the eastern line of the Miles Lane Property northerly to the CMP right of way; then following the CMP right of way easterly to a point where the southeastern corner of land owned by the town and referred to as the New Middle School Property intersects the CMP right of way; then following the eastern line of the New Middle School property northerly to the northeastern corner of the New Middle School Property; then following the northern line of the New Middle School Property westerly to the northwestern corner of the New Middle School Property; then following the western line of the New Middle School Property southerly to the CMP right of way; then following the CMP right of way westerly to a point where Forest Hill Street intersects the CMP right of way; then following Forest Hill Street southerly to Broadway; then following Broadway westerly to Central Street; then following Central Street southerly to School Street; then following School Street northwesterly to MacDonald Street; then following MacDonald Street southerly to Scott's Lane; then following Scott's Lane westerly to a point where Scott's Lane intersects the eastern line of the property owned by Webber Tanks; then following the eastern line of the property owned by Webber Tanks southerly to the southeastern corner of the land owned by Webber Tanks; then following the southern line of the property owned by Webber Tanks westerly to State Route #15/River Road; then following State Route #15 northwesterly to the point of origin at a point on the eastern side of State Route #15/River Road where the Central Maine Power line right of way intersects State Route #15.

I. Towns of Deer Isle and Stonington

Those portions of Deer Isle and Stonington that are connected to the mainland by low tide or man-made structure.

J. Town of Eastport

Those portions of Eastport that are connected to the mainland by low tide or man-made structure except that the following portion of Eastport is not included within the Town of Eastport expanded archery area: beginning at the intersection of County Road and Washington Street (State Route 190) in Eastport; then following Washington Street easterly to High Street; then following High Street northerly to Clark Street; then following Clark Street easterly beyond its eastern terminus to the coast of Maine; then following the coast of Maine southerly to a point directly south of the southern terminus of County Road; then following northerly to the southern terminus of County Road; then following County Road northerly to the point of origin at the intersection of County Road and Washington Street (State Route 190) in Eastport.