

	County	Route or Facility	From/To	Length in Miles	Project Description	Estimated Cost of Project (millions)	Current status of project, including funding and review process	Why is the project needed?	Describe route/facility's importance to regional mobility	Describe short-term benefits of project (including job creation) and long-term economic benefits	2012-2013 Work Plan Funding	2012-2013 Work Plan Stages
1	Penobscot	Route 9	I-395/Route 9	TBD	New Controlled Access Highway	\$70-101million	Project is in the planning phase.	Facilitate East-West traffic and alleviate urban congestion.	This will be the primary route for moving people and goods throughout the entire state of Maine.	This will reduce travel time and gasoline costs for Maine shippers, citizens and visitors.	\$2.5 million*	*Funding is for Implementation of all major studies.
2	York	Sarah Mildred Long Bridge	Kittery/Portsmouth	N/A	Bridge Rehabilitation	\$105-\$115 million	Project is currently under design.	Without this improvement, the bridge will only be open to bicycle and pedestrian traffic between Kittery, ME and Portsmouth, NH and the railroad connection will be closed.	One of three critical bridges connecting Maine and New Hampshire at Kittery-Portsmouth. The Sarah Mildred Long provides the only rail crossing in the vicinity of the Portsmouth Naval Ship Yard in Kittery.	Maintains businesses on both sides of the river that rely on passerby traffic, in addition to, strengthening both communities' efforts to improve the downtown areas and to attract more visitors.	\$6 million	Design
3	Numerous	New East-West Route	Near Calais to near Coburn Gore	TBD	East-West Highway	Study: \$300K Construction: >\$1 Billion	Bill to fund the Study will be heard in the upcoming legislative session.	The Study would determine availability of funding through private equity markets.	Opportunity for expansion of Maine economic activity and recession recovery. Links Halifax, NS to mid-US markets via Maine route.	Major construction project unrivaled since Interstate construction in Maine. Long-term opportunities for expanded markets and more efficient delivery of goods.	Not included	N/A
4	Hancock	Route 3	Near Sand Point Road/Route 233	4.3	Reconstruction/Rehabilitation	\$5-\$10 million	Project is currently undergoing enhanced project scoping.	This section of highway is inadequate given the vehicle, bicycle and pedestrian traffic carried by this section of highway.	Route 3 is the gateway to Acadia National Park, and is one of the most important highways in the state of Maine.	This project will improve safety, potentially leverage private investments and enhance visitor experiences in Acadia.	\$1.5 million	Planning, Design and Right-of-Way
5	Waldo	Searsport	N/A	N/A	Development of a Cargo Port at Sears Island	\$225-\$250 million	Portion of the island has been set aside to develop this port. The State of Maine owns the island.	To improve international freight connection to the North American freight infrastructure.	This facility would be critical for freight movement, both locally and internationally.	This project would reduce the cost of freight movements locally by piggybacking onto international freight movements, and adds construction jobs.	Not included	
6	Cumberland	Martins Point Bridge	City of Portland to the Falmouth Town Line	N/A	Bridge Replacement	\$30-\$35 million	Project is funded for design and partial construction.	This project would facilitate regional tourism and alleviate congestion on the Portland peninsula.	This bridge carries coastal US Route 1 which has significant local and tourism traffic.	In addition to construction jobs, this project will facilitate regional tourism, and alleviate congestion on the Portland peninsula in comparison to closing the structure.	\$17.25 million	Design and partial construction.
7	Sagadahoc	West Approach Bridge	Bath	N/A	Bridge Rehabilitation	\$15 million	Project anticipated to begin within the next several years.	The existing structure is approaching the end of its useful life.	Route 1 in the mid-coast is one of Maine's most important highways for both commerce and tourism. It is also adjacent to one of Maine's largest employers - Bath Iron Works.	This will result in significant savings to annual maintenance costs.	\$0.15	Asset Management Study
8	Cumberland	TBD	Gorham: Extending East and West. This is a partnership with the Maine Turnpike Authority	TBD	Implementation of Gorham Study East/West Transportation Study	\$75-\$100 million	Planning Study is underway.	Relieve congestion west of I-95 in Cumberland County, the fastest growing area of Maine, and improve safety. This will help provide increased economic opportunity in the county.	Cumberland County is the fastest-growing county in Maine. The new connector road will reduce congestion and improve safety between I-95 and the Town of Gorham. Other improvements within the Study Area are also planned to reduce congestion and improve safety.	Short-term job creation for the construction period, followed by improved access to I-95, which will position the area for increased economic development and efficiencies in transporting goods, and people from their homes to their jobs.	\$1 million	0
9	Kennebec/Sagadahoc	Kennebec River Bridge	Richmond/Dresden	N/A	Bridge Replacement	\$25-\$30 million	Project is funded for design.	This project is rapidly approaching the end of its useful life, and rehabilitation has been deemed financially unfeasible compared to replacement.	This bridge provides a significant regional crossing of the Kennebec River, and closure or posting could result in traveler delays in excess of 45 minutes each way.	This project will not only create or sustain construction jobs, but improve safety, and result in significant maintenance and operations costs.	\$5.25 million	
10	Hancock	Acadia Gateway Center	Trenton	N/A	Construction of Phase II Intermodal Facility and Phase III Acadia National Park Welcome Center	\$12 million	Phase I is under construction. Phase II is planned but requires funding.	The Gateway Center was designed to improve safety, and to reduce traffic congestion and the demand for parking at Acadia National Park.	The facility will be constructed on Route 3, the only highway leading to Acadia National Park. The facility's purpose is to capture more traffic and encourage use of an alternative mode both at the site, and for future travel in, to and around the park.	With the completion of Phase II and Phase III, the Town of Trenton will become a destination as a site to learn more about Acadia National Park, and the region. Additionally, the bus system will create improved transportation options for Trenton residents.	0.15	
11	Franklin	Mack Point	N/A	N/A	West Side Fender Installation, Connect Rail, Trucks to Pier, Construction of a New Truck Bypass and the Purchase of a New Crane	\$35 million	Project is currently undergoing enhanced project scoping.	Stabilize the pier and improve efficiencies of the port.	Mack Point is one of Maine's three most significant commercial ports of entry.	Better port capacity, including the capability to handle larger ships.	Not included	

	County	Route or Facility	From/To	Length in Miles	Project Description	Estimated Cost of Project (millions)	Current status of project, including funding and review process	Why is the project needed?	Describe route/facility's importance to regional mobility	Describe short-term benefits of project (including job creation) and long-term economic benefits	2012-2013 Work Plan Funding	2012-2013 Work Plan Stages
12	Franklin	Route 4	Pineau Steet and Extending North	1.25	Reconstruction	\$2.9 million	Project is currently funded for design and construction.	This is a principal arterial highway in inadequate condition. Drainage is failing, and there is a need for public utility upgrades.	Route 4 is the principal source of access to Maine's Rangeley Lakes Region, and plays a significant role in Maine's tourism industry.	Once this project is complete, Route 4 will be adequate from Auburn to beyond Farmington. Furthermore, localized flooding during heavy rain should be minimized due to drainage upgrades.	\$2.9 million	0
13	Somerset	Route 201	Skowhegan/Canadian Border	TBD	Highway Reconstruction/Rehabilitation Along Inadequate Sections of Route 201 and Retaining Wall Improvements	\$7-\$10 million	Projects have been identified in planning documents, but has yet to be funded.	Despite being arguably the most important highway for over 20% of Maine, considering the traffic carried, multiple sections of Route 201 are in inadequate condition. Should any slopes along Route 201 fail, the international economic costs will be significant due to a lack of optimal bypass routes.	Route 201 in the western Maine area is a critical link between Québec City, and central and southern Maine. In a five year period between 1997-2002, incoming truck traffic to the Jackman Armstrong border crossing increased from 94,928 to 138,837 trucks. During this time, approximately 58,000 trucks annually cross the border northbound into Quebec. Additionally, 72,000 cars cross northbound, and 232,000 vehicles cross southbound into the U.S. on Route 201.	This project will create, or sustain, construction jobs as it is undertaken, and will improve safety. Nevertheless, perhaps the greatest benefit will be the prevention of an economic catastrophe by mitigating the potential for slope and rock wall failures.	Not included	
14	Knox	Route 1	Near the Warren Town Line and Extending East.	2.45	Highway Reconstruction/Rehabilitation	\$4-\$7 million	Project is currently undergoing enhanced project scoping.	This is one of the final sections of Route 1 in mid-coast Maine that is inadequate given its condition and the traffic carried by this route.	Route 1 in mid-coast Maine is a major tourism route, and connects coastal Maine communities.	This project will improve safety, and potentially leverage additional investment for improvements to Thomaston village.	0.35	Design
15	Knox	Route 1	Route 97 and Extending South	1.4	Highway Reconstruction/Rehabilitation	\$3-\$5.5 million	Project is currently undergoing enhanced project scoping.	This is one of the final sections of Route 1 in mid-coast Maine that is inadequate given its condition and the traffic carried by this route.	This project will potentially complete the Route 1 corridor in mid-coast Maine.	This project will increase safety, and potentially complete the Route 1 corridor in mid-coast Maine. It will also help protect the nearby dam and local recreation area.	\$4.45 million	Design
16	Washington	County Road	Route 190/Barron Road	0.62	Rehabilitation	\$500,000	Project is currently under design.	This section of highway is inadequate; especially since it is the primary connection to one of Maine's most important commercial ports.	County Road is the highway that connects the Port of Eastport to Maine and the rest of the country.	This project will facilitate a safer flow of materials and commodities through the Port of Eastport.	\$0.75 million	Design
17	Cumberland	I-295	Yarmouth, Exit 15	N/A	Interchange Modification	\$8.3 million	Project is currently under design.	This project improves safety, site distance and mobility.	I-295 is one of the state's most principal regional highways. This exit connects I-295 to Route 1.	This project increases safety, and includes a new Park & Ride facility which will aid in congestion alleviation.	\$8.27 million	Design
18	Sagadahoc	Route 1, Route 196, I-295	Brunswick-Topsham	TBD	Transportation Improvements Associated with Redevelopment of the Brunswick Naval Air Station	\$75-\$100 million	Studies have identified both short-term and long-term transportation improvements to increase regional mobility.	The Brunswick Naval Air Station will soon be fully decommissioned. These improvements are directly related to economic development.	The greater Brunswick area is a regional service center, and destination, for both workers and tourists.	Transportation investments will increase the favorability of the Naval Station to prospective businesses.	\$5 million	*Funding is for Implementation of all major studies.
19	Aroostook	Route 1	Fort Kent/Canada	N/A	Bridge Replacement	\$8.5-\$9 million	Funded by both the United States and Canada	Safety, security and the existing structure is approaching the end of its useful life.	The Fort Kent Border crossing is an important factor in northern Maine's economy as it allows for Canadian tourists to enter the United States.	In addition to construction jobs, this will increase security at this international border crossing.	\$12.3 million including approaches funded prior to 12-13 WP	Design & Construction
20	Kennebec	I-95	Trafon Road Interchange	N/A	New Interchange	TBD	Project is moving forward under a private venture.	Project is intended to promote economic development.	I-95 is one of the Maine's most principal regional, and statewide, highways.	This project will facilitate private investment, and development, without compromising highway capacity.	This is a privately funded project.	
21	Kennebec	Wiscasset Bypass	TBD	TBD	Mobility improvements	TBD	Project feasibility currently being determined.	Alleviate congestion and improve safety.	The greater Brunswick area is a regional service center, and destination, for both workers and tourists.	Congestion relief, shorter travel time, improved quality of life in village.	Not included	0
22	Penobscot	Route 1A	Various	0.5	Reconstruction and intersection improvements	\$2.4 million	Project is currently under design, and funded for construction.	This highway is inadequate and unsafe given the amount of traffic and configuration of the intersections.	Route 1A is a regional highway that carries up to 25,000 vehicles a day. It is also one of the primary routes to Acadia National Park.	This project will improve mobility and reduce costs due to crashes.	\$2.4 million	Design and Construction.
23	Aroostook	Route 1	Presque Isle/Caribou	TBD	New Controlled Access Highway	\$100-\$150 million	Project is currently in the planning phase.	Reduce travel time to, within and from Aroostook County; remove truck traffic from downtown Presque Isle.	Route 1 is the most important highway within the majority of Aroostook County, the largest county east of the Mississippi River.	To reduce travel time, and provide for less congestion within Presque Isle.	\$5 Million	Planning and Design

	County	Route or Facility	From/To	Length in Miles	Project Description	Estimated Cost of Project (millions)	Current status of project, including funding and review process	Why is the project needed?	Describe route/facility's importance to regional mobility	Describe short-term benefits of project (including job creation) and long-term economic benefits	2012-2013 Work Plan Funding	2012-2013 Work Plan Stages
24	Penobscot	I-395 Bridges	Greater Bangor Region	TBD	New Controlled Access Highway	\$20 million	Project is currently in the planning phase.	This project would rehabilitate concrete elements on the I-395 bridges which have suffered some premature deterioration of concrete elements of the bridge.	Route I-395 in the Bangor area facilitates significant local, regional and statewide travel.	These improvements will extend the lives of these structures and preclude the need for early replacement of the bridges.	Not included	
25	Waldo	Route 173/Route 220	Intersection	N/A	Intersection Improvement	\$1.2 million	Project is currently under design and funded for construction.	#NAME?	Route 173 and Route 220 are not regionally significant highways; however, there is a need to protect Lake St. George, including a state park in the area.	In addition to safety, this project will provide long-term security for Lake St. George.	\$1.2 million	Design and Construction.
26	York	Memorial Bridge	Kittery, ME to Portsmouth, NH	N/A	Bridge Rehabilitation	\$85-\$100 million	Project is estimated to move into design within a matter of weeks.	Existing structure is currently closed.	Kittery, ME and Portsmouth, NH consider this project vital to each region's economy.	As this project is undertaken, it will create or sustain thousands of construction jobs.	\$34.4 million	Design and Construction.
27	Washington	Port of Eastport	N/A	N/A	New Storage Yard, Purchase of a New Port Crane and New Breakwater and Cruise Ship Fendering	\$15 million	Project is currently under design.	Adds protection for the harbor, cruise ship fendering and provides new capacity for storage.	The Port of Eastport is one of Maine's three most significant ports of entry.	Improves the port's capacity which will, in turn, allow the port to provide better service.	Not included	
28	Cumberland/York	Downeaster	Portland to Boston Corridor	100.0	Track Rehabilitation	\$60 million	Not funded.	Reduce Travel Time by 22-30 minutes and add 2 more round trips	The Downeaster provides travel to/from Boston.	This project will result in time savings, and is likely to increase the use of the train.	Not included	
29	Kennebec	Route 11/202	Near Granite Hill Road/Old Winthrop Hill Road	0.6	Highway Rehabilitation and Mobility Improvements	\$5.6 million	Project currently funded for design and construction.	This section of highway merges from four to two lanes, and regularly performs at an unacceptable level of service.	Route 202 is a major regional arterial highway connecting the greater Lewiston/Auburn area to Augusta.	This will provide air quality benefits, and reduce travel time and gasoline consumption.	\$5.6 million	0
30	Aroostook	Route 11	T15 R06	6.3	Highway Reconstruction	\$5-\$7 million	Not yet funded for construction.	This section of Route 11 is the final inadequate section of Route 11 along a 100 mile plus corridor from Sherman to Fort Kent.	Route 11 is one of the most highways in Aroostook County, which is the largest county east of the Mississippi river.	This project will reduce maintenance costs, and may include a truck climbing lane for additional safety and mobility benefits.	\$1.15 million	Design
31	Oxford	Route 2	Hail Hill Road/Canton Point Road	2.8	Highway Reconstruction	\$4-\$7 million	Project is currently funded for design.	This is one of the final inadequate sections or Route 2.	This section of Route 2 provides a vital East-West connection for many Maine businesses and communities.	Part of this project is on a new alignment, and it will become a significantly safer highway, particularly during snow storms.	\$8 million	Design and Right-of-Way
32	Androscoggin	Lewiston Junction Road - Auburn	Kittyhawk Avenue to the Freight Intermodal Facility	1.0	Reconstruction	\$3 million	Not funded.	Part of the NHS connecting freight intermodal facility, Maine's largest container port, with access to the Turnpike. Sees a great deal of truck travel each day.	Provides access to the Turnpike for Maine's largest container port.	Job creation.	Not included	
33	Androscoggin	I-95	Lewiston, Exit 80	N/A	Interchange Modification and Adjacent Intersection Improvements. Partnership with Maine Turnpike Authority.	\$5 million	Project is in MaineDOT's 2012-2013 Capital Work Plan.	This project improves safety and connectivity.	This project improves the connection between multiple arterial highways; thereby supporting regional mobility.	In addition to construction jobs, this project improves access to the Interstate, including better access to a regional industrial park.	\$5 Million	Design & Construction
34	Androscoggin	I-95	Auburn, Exit 75	N/A	Interchange Modification and Adjacent Intersection Improvements. Partnership with Maine Turnpike Authority.	\$1 million	Project is in MaineDOT's 2012-2013 Capital Work Plan.	This project mitigates three high crash locations and mobility.	This project improves the connection between multiple arterial highways; thereby supporting regional mobility.	In addition to construction jobs, this project reduces costs associated with crashes and provide time savings to travelers.	\$5 million (MaineDOT Share)	Design & Construction
35	Kennebec	I-95	Augusta, Exit 113	N/A	Interchange Modification	\$11 million	Project is currently under design.	This project improves safety, and opens a significant amount of desirable property for economic development which is currently near or at operational capacity.	This will improve safety and mobility between multiple arterial highways, and improve the ability of the Interstate to facilitate travel in, and around Maine's capital city.	This project leverages millions in private and municipal funding. It also creates opportunities for economic development; including a new regional hospital serving central Maine.	\$11 million	Design and Construction
36	Lincoln	The Gut Bridge	N/A	N/A	Replacement of Movable Bridge	\$9.6 million	Project is currently funded for design and construction.	Existing bridge, connecting an island to the mainland, and the bridge is approaching the end of its useful life.	This project is vital to Rutherford island.	This project will reduce operational costs associated with the most active movable bridge in the entire state of Maine.	\$9.6 million	Design and Construction
37	Penobscot	Stillwater Bridge	Old Town	N/A	Bridge Replacement: Capacity Increase	\$10 million	Recommended in MPO Stillwater Avenue study.	Reduce congestion to the University of Maine and Old Town when the existing structure reaches the end of its useful life.	This bridge is a critical link from I-95 to the University of Maine, Old Town and the Milford area.	In addition to construction jobs, this project will increase mobility to the University of Maine and the surrounding area.	Not included	

	County	Route or Facility	From/To	Length in Miles	Project Description	Estimated Cost of Project (millions)	Current status of project, including funding and review process	Why is the project needed?	Describe route/facility's importance to regional mobility	Describe short-term benefits of project (including job creation) and long-term economic benefits	2012-2013 Work Plan Funding	2012-2013 Work Plan Stages
38	Statewide/Regional	I-95, I-195 & I-295	Kittery, ME to Houlton, ME	TBD	Pavement Preservation and Bridge Wearing Surfaces to Maintain Maine's Interstate System	\$20-\$30 million	MaineDOT has several projects underway, as well as, significant needs in the future.	Maine's Interstate system is the backbone of the State's economy. Failure to maintain it would have significant adverse impacts on the State's economy.	The Interstate is the principal transportation asset to the State's economy.	These improvements will create or sustain jobs in the short-term and preserve the State's most important highway.	Not included	
39	York	Route 111	Sanford/Biddeford	TBD	Mobility and Safety Improvements	\$10-\$15 million	A planning study has been completed and is awaiting implementation funding.	This project will improve safety and mobility.	Route 111 is a major East-West highway in southern Maine.	This project will reduce the costs associated with crashes, and will result in daily time savings for users of the transportation system.	\$1.3 million	Partial funding for Design and Construction.
40	Knox	Ferry Boat	Lincolnton/Isleboro	5.0	Ferry Boat Replacement/Margaret Chase Smith	\$14 million	Need is identified, but currently unfunded.	To replace the current vessel that was built in 1987.	Ferry boat provides transportation to the islands of Isleboro and Vinalhaven off the coast of Maine.	Island residents rely on the ferry to provide transportation, and access to employment opportunities on the mainland.	Not included	
41	Statewide	Various	Various	TBD	Hazard Elimination Program	\$10-\$15 million	Some projects are funded, but the need of projects with a favorable cost benefit analysis exceeds available resources.	Every year, crashes costs millions due to lives lost, and vehicle and property damage. Targeted safety improvements have demonstrated the ability to significantly reduce crashes at areas which have statistically resulted in high crash locations.	The routes vary, but the work will improve safety in targeted high crash locations.	Once completed, there will be an immediate reduction in crashes. Several recent completed projects have resulted in an 80% reduction in crashes than in the three years before they were constructed.	\$6 million	Design and Constructon
42	Statewide/Regional	All Rail Corridors	Various	TBD	Upgrade Designated Rail Corridors in the MaineDOT Rail Plan	\$30 million	Planning Study	Create new business opportunity and better reliability for rail service.	Maine's rail network provides efficient transport of high volume, low cost materials.	Provides connections to rail for small businesses.	Not included	
43	Statewide/Regional	Eastern and Mountain Division Trails	Various	TBD	Continue Land Acquisition and Trail Constuction on these Two Trail Networks of Statewide Significance	\$5-\$10 million	Planning Study	Provide connectivity between existing trail segments within Maine and beyond it's borders.	The Eastern and Mountain Division are two of three trails of statewide significance in Maine.	Maine's trail network serves as a recreational destination for Maine residents and visitors. During visits, people regularly contribute to the local economy.	Not included	
44	Statewide/Regional	State Owned Rail Lines	Various	TBD	Upgrade Capital Items on State Owned Rail Lines	\$14 million	Need identified, but is currently unfunded.	Capacity upgrade.	Maine's rail network provides efficient transport of high volume, low cost materials.	Stabilize and strengthen state rail lines.	Not included	
45	Piscataquis	Route 150	Near the Guilford Town Line	0.5	Highway Reconstruction	\$400,000-\$800,000	Project is currently funded for design.	This is a short gap between adequate sections of Route 150. It is in need of significant improvements to the drainage system.	Route 150 serves Maine's forest industry, and is one of the principal connections to the Moosehead Lake Region.	This project will improve safety, and reduce flooding associated with heavy rain due to the associated drainage improvements.	\$1.15 million	Design
46	Statewide/Regional	N/A	N/A	N/A	Bus and Commuter Fleet Vehicle Replacement	\$20-\$30 million	#REF!	Many of Maine's buses and commuter vehicles are approaching the end of their useful life.	To provide options for travel instead of using a personal vehicle.	These investments will reduce maintenance costs, and save travelers money at a time of significantly high gas prices.	Not included	
47	Cumberland	N/A	N/A	N/A	Rehabilitate International Marine Terminal Pier and Building	\$5.5 million	#REF!	Increase capacity of the International Marine Terminal.	To provide options for travel instead of using a personal vehicle.	Enhances competitiveness of the existing terminal.	Not included	
48	Washington	Route 1	Various	20.0	Pavement Preservation	\$4.6 million	Projects are funded for design and construction.	These projects will maintain the millions spent on previously invested improvements to Maine's highways.	Route 1 in Washington County is the primary highway serving Downeast Maine.	Five stand-alone jobs will support construction jobs and maintain the connection to Downeast Maine.	\$4.6 million	Design and Construction
49	Cumberland	Marine Terminal	N/A	N/A	Purchase Crane for International Marine Terminal	\$4 million	#REF!	Increase ability to reach new markets.	The International Marine Terminal in Portland is an international link to Maine, and the rest of the nation.	Creation of new capacity and the ability to reach new markets.	Funded prior to 12-13 WP	
50	Statewide/Regional	Industrial Rail Access Program	Various	TBD	Partnerhips with Private Businesses to Improve the Use of Freight Rail.	\$6 million	#REF!	Increase ability to reach new markets.	These investments reduce the demand on the State's highway system.	Creates more long haul rail shippers, and leverages a mimum of 50% in local or private funds.	\$1 million	Design and Constructon