

**Maine's Top 50 Transportation Challenges and the Improvements Needed to Address Them**

Rank	Type of Facility	County	Municipality	Length	Route or Facility	Estimated Cost	Needed Improvement to Resolve Transportation Challenge	Importance of route to region and how resolving challenge will benefit community
1	Highway	Hancock	Bar Harbor	4.80 mile(s)	Route 3	\$14,000,000	Highway Reconstruction: Beginning 0.57 of a mile westerly of Sand Point Road and extending easterly 4.80 miles to Route 233.	Route 3, the Acadia All-American Road, is perhaps the most significant highway in Maine for the tourism industry, providing access to Acadia National Park and over 1,000 beds for lodging. It carries approximately 10,317 vehicles per day. The current design and construction of the road lead to constant cracking at the margins. Safety will be greatly improved with better road geometrics, improved access, and improved facilities for pedestrian and bicycle. This completes Route 3 improvement projects from the head of the island near Trenton to Bar Harbor.
2	Bridge	Penobscot	Bangor	194 foot span	Route 222	\$8,700,140	Bridge Replacement: Union Street Bridge (#5797) over Interstate 95. Located 0.04 of a mile southerly of Ohio Street.	Needed replacement of a critical bridge over I-95 on Union Street (Route 222) an essential route to Bangor International Airport and the University of Maine at Bangor.
3	Highway	Cumberland	Bridgton, Fryeburg	5.19 mile(s)	Route 302	\$7,400,000	Highway Reconstruction: Beginning at the Stack Em Inn Road and extending westerly 5.19 miles.	Route 302 is the major highway from Portland to Fryeburg and Conway, New Hampshire. It is a major route for commerce, supplying raw products and finished goods to the market, as well as a significant commuter route for the labor force in the Greater Portland labor market. This route also serves the tourist rich area of Conway, New Hampshire. There are no practicable alternative routes without adding substantial time and cost.
4	Bridge	Cumberland	Scarborough	202 foot span	Route 9	\$3,270,000	Bridge Replacement: Pine Point Crossing Bridge (#5260) over Pan Am Railroad. Located 0.28 of a mile easterly of Depot Street.	This bridge, located on Pine Point Road (Route 9), provides primary access to the Coastal Beaches surrounding the Cumberland-York County boundary. The bridge carries an important highway supporting tourism economy. Loss of the bridge would have negative economic impact especially to businesses along this section of Route 9. There are no practicable alternative routes without adding substantial time and cost.
5	Bridge	York	Hollis, Buxton	512 foot span	Route 4A	\$8,300,000	Bridge Replacement: Bar Mills Bridge (#3333) over the Saco River. Located at the Hollis-Buxton town line.	Replacement of deteriorated bridge over Saco River will improve safety and access and provide a more direct connection from Buxton to Hollis.
6	Maritime	Cumberland	Portland	N/A	International Marine Terminal	\$9,000,000	Needed capacity expansion of the facility by property acquisition to increase the capacity of the terminal, the provision of direct rail access to the terminal, and other infrastructure improvements.	The International Marine Terminal (IMT) in Portland was selected by the Icelandic Steamship Company, Eimskip, to serve as their North American logistical hub, and only port of call in the US. They have been carrying freight to and from Portland since March of this year. Maine businesses will benefit from competitive access to important markets in Eastern Canada, Scandinavia and Northern Europe.
7	Bridge	Androscoggin	Durham, Lisbon	363 foot span	Route 9	\$6,800,000	Bridge Replacement: Durham Bridge (#3334) Androscoggin River. Located 0.28 of a mile southeasterly of Route 196.	This is an essential bridge over the Androscoggin River. Route 9 provides a major commuter route through high-population regions, from southern and western Kennebec through the rural areas of Cumberland County west of I-295. Route 9 is important as a commuter route for work force from rural areas to the service centers communities along its length from Gardiner to Portland. There are no practicable alternative routes without adding substantial time and cost.
8	Highway	Cumberland	Westbrook, Windham	3.07 mile(s)	River Road	\$4,800,000	Highway Reconstruction Phase II: Beginning at the Westbrook town line and extending northerly 3.07 miles to 0.17 miles south of the intersection of Chute & Depot Road.	River Road, an important commuter route, holds significant regional importance as a "bypass" alternative to congestion on Route 302 between Portland and Windham. It is an important route for goods and services that support regional businesses. Alternative routes are available, but with increased travel times and cost.
9	Highway	Penobscot	Old Town, Milford	0.75 mile(s)	Route 2	\$3,507,700	Highway Reconstruction: Beginning at Bradley Road and extending northeasterly 0.75 of a mile to 0.29 of a mile northerly of Ferry Road.	Route 2 provides a major non-Interstate link from Houlton to Bangor and is a critical link from the forests of the region to the lumber and paper mills of the area, including those found in Old Town, Bucksport and Lincoln.

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10	Highway	Aroostook	Fort Kent	0.01 mile(s)	Route 1	\$5,199,593	Construct Approach associated with bridge replacement at the International Bridge (#2398).	Route One connects the border crossings at Ft Kent, Madawaska, and Van Buren. This corridor, which carries approximately 8,100 vehicles per day, is the most important publicly owned highway in Aroostook County and is the principal highway link to Route 11, Route 161, and to I-95 in Smyrna and Houlton. It is the transportation backbone of the natural resource based economy and is critical to its continued success. Route One serves as the gateway to the vast undeveloped forest of the "Maine Woods" and supplies raw products to paper and lumber mills throughout northern Maine. Route One also serves as a critical corridor for the logging, agricultural, winter sport and tourism industries. It also provides improved access to Canadian seaports.
11	Highway	Ogunquit-Wells	Ogunquit	2.25 mile(s)	Route 1	\$7,604,159	Highway Reconstruction: Beginning at the York town line and extending northerly 2.25 miles.	Modernization of portion of Route 1 will improve safety and travel efficiency on this route which is the backbone of the region's economy, particularly benefiting tourism.
12	Highway	Oxford	Dixfield	2.77 mile(s)	Route 2	\$6,625,000	Highway Reconstruction: Beginning at the Hall Hill Road and extending easterly 2.77 miles to 0.55 of a mile easterly of Canton Point Road.	Route 2 from Bangor to the New Hampshire border is a critical east-west corridor in the state, serving, local, regional and national commerce.
13	Highway	Waldo	Searsport	1.85 mile(s)	Route 1	\$5,000,000	Highway Rehabilitation: Beginning at the Savage Road and extending northeasterly 1.85 miles to Station Avenue.	Needed highway rehabilitation of a portion of Route 1, one of the most important highways in Maine, providing access for tourism and access and a critical link to the Port of Searsport.
14	Bridge	Hancock	Deer Isle, Sedgwick	2505 foot span	Route 15	\$3,470,000	Bridge Substructure Rehabilitation: Deer Isle-Sedgwick Bridge (#3257) over Eggemoggin Reach. Located at the Deer Isle - Sedgwick town line.	This bridge, which carries approximately 2,837 vehicles per day, connects the towns of Stonington and Deer Isle on the island of Deer Isle to the mainland in Sedgwick. It supports the economy of one of Maine's prime lobstering communities, as well as the tourism industry. No highway alternatives are available without this bridge. Constant vigilance and maintenance of this bridge is needed due to the high coastal wind conditions.
15	Bridge	York	Kittery	55 foot span	Route 1A (Bypass)	\$3,200,000	Bridge Replacement: Kittery Overpass Bridge (#3860) over Route 236. Located 0.08 of a mile northeasterly of the Off-Ramp to Route 236.	Replacement of deteriorated bridge over Route 236 connecting Maine and New Hampshire will improve safety and travel efficiency and provide important non-interstate connector for commerce and traveling public.
16	Bridge	Cumberland	Westbrook	106 foot span	Bridge Street	\$4,410,000	Bridge Replacement: Bridge Street Bridge (#5661) over the Presumpscot River. Located 0.06 of a mile north of Main Street.	This bridge over the Presumpscot River connects two major sections of the town of Westbrook and serves as a major regional commuter route, carrying approximately 12,320 vehicles per day. There are no practicable alternative routes without adding substantial time and cost.
17	Bridge	Penobscot	Enfield	1	HOWLAND - ENFIELD, PENOBSCOT RVR BR#2660	\$17,100,000	Bridge Improvement: Penobscot River Bridge (#2660) over the Penobscot River. Located on the Howland-Enfield town line.	Project would provide needed improvements to an essential bridge on Route 6, a major east-west highway, over the Penobscot River. The route provides a primary link between north central Penobscot County and eastern areas of the state to Piscataquis County and points west.
18	Bridge	Oxford	Oxford	177 foot span	Route 121	\$4,300,000	Bridge Replacement: Covered Bridge (#3738) over the Little Androscoggin River. Located 0.04 of a mile northeasterly of West Poland Road.	Route 121 is the primary link from Oxford and its major new business, the Oxford Casino to I-95 and also provides an efficient, direct route from the paper mill in Rumford to the interstate system.
19	Highway	Penobscot	Dexter	1.59 mile(s)	Route 7	\$5,230,000	Highway Reconstruction: Beginning 0.10 of a mile northerly of Mechanic Street and extending northerly 1.59 miles.	Route 7 is an important link from I-95 in Newport to Piscataquis County. Reconstruction will result in improved safety and economic access, particularly a major lumber mill in Dover-Foxcroft.

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20	Highway	Kennebec	Belgrade	3.03 mile(s)	Route 8	\$3,839,999	Highway Reconstruction: Beginning 0.05 miles northerly of Route 27 in Belgrade and extending northerly 3.03 miles.	Route 8 provides a more direct link between Augusta and Anson-Madison and Norridgewock than does I-95. Agri-business, paper mill, and other natural resource based industries rely on this highway to reduce travel time to southern markets. It connects to Route 201, the major highway in the region that links to the Commercial Border Station on the USA-Canadian border northwest of Jackman. Route 8 also serves the Belgrade Lakes Region, a major recreational area in mid-Maine.
21	Highway	Aroostook	Blaine, Mars Hill	1.59	BLAINE - MARS HILL, ROUTE 1	\$5,150,000	Preliminary Engineering for Future Highway Reconstruction: Beginning 0.20 of a mile southerly of the Bubar Road and extending northerly 1.59 miles to Route 1A.	Route 1 is the most important publicly owned highway in Aroostook County, providing the principal highway link to I-95 in Houlton and serving as the transportation backbone of the natural resource based economy, particularly to the agricultural sector in the eastern region of the county. The corridor carries approximately 7,720 vehicles per day. It is a major supply route for the lumber and paper industry, and provides an important link to local rail yards and commercial Ports of Entry. Route 1 also serves significant tourism and winter sport activity. A recently announced effort to establish a USDA certified meat inspection and processing facility in Aroostook could open tens of thousands of acres to animal husbandry efforts.
22	Highway	Kennebec	Augusta	1.52 mile(s)	Mount Vernon Avenue	\$2,001,644	Highway Rehabilitation: Beginning at Boothby Street and extending 1.15 miles to Bond Brook Road. Project includes improvements to sidewalks, rock wall and dam.	Mount Vernon Avenue is one of the two major gateways to Augusta and the Capitol, providing access to the Marketplace at Augusta. It serves as the key access route to the Marketplace at Augusta, and is a primary route serving expanding medical services west of I-95. Road safety will be improved with improved geometry, access, and better engineered system to replace the current very old roadway.
23	Highway	Cumberland	Portland		Woodfords Corner	\$1,498,751	Safety Improvements: To reconfigure Woodfords Corner, widen sidewalks, add streetscape aesthetics, extend shared lane bikeways and reduce crossing distances for pedestrians.	Five roads converge at this major urban intersection. Needed improvements to widen sidewalks, extend shared lane bikeways and add streetscape aesthetics would enhance safety and improve traffic flow. Alternative routes are available, but with increased travel times and cost
24	Highway	Franklin	Kingfield	2.53	KINGFIELD, ROUTE 16/27	\$9,500,000	Preliminary Engineering for Future Highway Reconstruction: Beginning at High Street and extending northerly 2.53 miles to 0.90 of a mile northerly of Tufts Pond Road.	Route 16/27 is an important highway for woods products-dependent industries on both sides of the Maine / Québec border. It provides for the most direct route to Sherbrooke and Montréal from central Maine and the Maritime provinces. The corridor serves as a major tourist route to Sugarloaf Mountain ski area and the central coast of Maine, while providing access to the High Peaks Scenic Byway.
25	Highway	Washington	Milbridge, Cherryfield	4.81	MILBRIDGE-CHERRYFIELD RTE 1	\$9,500,000	Preliminary Engineering for Future Reconstruction: Beginning 0.06 of a mile northerly of Spruce Street and extending northerly 4.81 miles.	Bridge reconstruction along portion of Route 1, a major route supporting natural resource based industries including forest products, fisheries, lobstering and tourism.
26	Highway	Knox	Thomaston	2.21 mile(s)	Route 1	\$5,850,000	Highway Reconstruction: Beginning 0.29 of a mile easterly of the Warren town line and extending easterly 2.21 miles.	Route 1 is a critical economic corridor in this mid-coast area, supporting tourism, travel and goods movement in Searsport, Belfast, Camden Rockland and Thomaston.
27	Highway	Cumberland	Portland	0.06 mile(s)	Interstate 295	\$1,095,200	Highway Rehabilitation: Intersection and I-295 ramp improvements at Forest Avenue.	The 305 mile long Interstate 95, including feeder spurs such as I-195, I-295, and I-395, is Maine's most important highway running from the Maine/New Hampshire border at Kittery to the US/Canada border at Houlton. It is the major commercial route over which much of the region's raw materials and finished goods travel. I-95 provides solid connections for east west movement of people and goods from the Atlantic Provinces to New York and Ontario. No practicable alternative routes without adding substantial time and cost.

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28	Highway	Franklin	Phillips, Madrid Twp	4.57	PHILLIPS, ROUTE 4 SECTION 1	\$7,600,000	Preliminary Engineering for Future Highway Reconstruction: Beginning at Toothaker Pond Road and extending northerly 4.57 miles.	Route 4 is a major arterial linking the industrial and recreational sectors of Franklin County with I-95 in Lewiston and Auburn. It is the primary route for the paper, farm products, forestry and tourism industries. Route 4 also provides access to the Rangeley Lakes, Western Mountains, Rangeley Lakes National Scenic Byway, and Sugarloaf and Saddleback Ski areas.
29	Bridge	Penobscot	Milford	200 foot span	Route 2	\$2,000,000	Bridge Replacement: Lower Trestle Bridge (#3535) over R Overflow and Sunhaze Stream. Located 1.25 miles southerly of French Settlement Road.	Route 2 provides a major non-Interstate link from Houlton to Bangor and is a critical link from the forests of the region to the lumber and paper mills of the area, including those found in Old Town, Bucksport and Lincoln.
30	Bridge	York	Saco,Biddeford	1	SACO-BIDDEFORD, SOMESVILLE BR 3412	\$6,400,000	Bridge Replacement: Somesville Bridge (#3412) carrying Pine Street and Market Street over Saco River. Located at the Saco-Biddeford town line.	Replaement of deteriorated bridge will improve safety and access and provide an alternative connector from west Saco area to Route 1 in Biddeford.
31	Highway	Oxford	Roxbury, Byron	4.97 mile(s)	Route 17	\$5,010,000	Highway Reconstruction: Beginning 3.61 miles northerly of the Mexico and Roxbury town line and extending northerly 4.97 miles to the Swift River Bridge.	Part of the Rangeley Lakes Scenic Byway, Route 17 provides the most direct route to the Rangeley area from west of Mexico and Rumford. Highway improvements will also improve safety on this route.
32	Bridge	Cumberland	Yarmouth	106 foot span	North Elm Street	\$1,320,000	Bridge Superstructure Replacement: North Elm Bridge (#5444) over Royal River. Located 0.30 of a mile northerly of Main Street.	This significant bridge is one of three critical bridge crossings of the Royal River. The bridge is an important commuter route and serves business and residential areas of community. Alternative routes are available but with increased travel times and cost.
33	Highway	Franklin	Strong, Avon	2.48	STRONG, ROUTE 4 SECTION 2	\$4,800,000	Preliminary Engineering for Future Highway Reconstruction: Beginning at Southerly most intersection of Chandler Road and extending northerly 2.48 miles to 0.17 of a mile northerly of the Avon townline. Includes interseciton improvements at Routes 4/145.	Route 4 is a major arterial linking the industrial and recreational sectors of Franklin County with I-95 in Lewiston and Auburn. It is the primary route for the paper, farm products, forestry and tourism industries. Route 4 also provides access to the Rangeley Lakes, Western Mountains, Rangeley Lakes National Scenic Byway, and Sugarloaf and Saddleback Ski areas.
34	Highway	Somerset	Caratunk	2.75	CARATUNK, ROUTE 201	\$7,300,000	Preliminary Engineering for Future Highway Improvement: Beginning 1.07 miles northerly of the Moscow town line and extending northerly 2.75 miles.	Route 201 is a critical link between Maine and Quebec for tourism, skiing and woods product industries.
35	Bridge	Knox	Thomaston	231 foot span	River Road	\$4,950,000	Bridge Improvement: Wadsworth Street Bridge (#2904) over the Saint George River. Located 0.06 mile southerly of Water Street.	River Road (Route 131) is the primary connector to the towns of St. George, Tenants Harbor and Port Clyde, and serves tourism, fisheries and lobster harvesting.
36	Highway	Androscoggin	Lewiston	0.59 mile(s)	Main Street	\$1,763,000	Highway Reconstruction: Beginning at Memorial Avenue and extending northeasterly 0.59 of a mile to Stetson Road. Project will include drainage improvements and sidewalks.	Important part of the effort to revitalize the urban core following years of decline and flight of businesses to outlying areas. It supports redevelopment of old mills into residences, offices, and small businesses. Project will include multi modal improvements that support traffic safety, context sensitive design, and opportunity for increased and improved bicycle and pedestrian uses.
37	Highway	Franklin	Jay	1.24 mile(s)	Route 4	\$4,860,000	Highway Reconstruction: Beginning at Pineau Street and extending northerly on Route 4 for 1.25 miles.	Route 4 is a major arterial linking the industrial and recreational sectors of Franklin County with I-95 in Lewiston and Auburn. It is the primary route for the paper, farm products, forestry and tourism industries. Route 4 also provides access to the Rangeley Lakes, Western Mountains, Rangeley Lakes National Scenic Byway, and Sugarloaf and Saddleback Ski areas.

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38	Bridge	Aroostook	Haynesville	284 foot span	Route 2A	\$2,800,000	Bridge Replacement: Haynesville Bridge (#5623) over Mattawamkeag River. Located 0.30 of mile northerly of Danforth Road.	This bridge connects Houlton, to Macwahoc where it rejoins Route 2 joining the "County" with the towns of Mattawamkeag, Lincoln, Old Town, Bangor, and other small communities. Despite diminishing traffic on Route 2A, it is still a vitally important road to the region, primarily for the forest based industries. This route provides an alternative to I-95 for tourists seeking a more leisurely route. The bridge is a critical link in eastern Aroostook County, without which Route 2A becomes a cul-de-sac at the river from both the north and south. Alternatives would force transportation north to Houlton before being able to turn south on alternative routes, adding significant time and cost to commodity prices.
39	Bridge	Penobscot	Lincoln	1	CHESTER, PENOB RIV BR #3790	\$9,000,000	Preliminary Engineering for Future Bridge Replacement: Penobscot River Bridge (#3790) over the Penobscot River. Located at the Chester-Lincoln town line.	Project would replace a bridge which connects Route 2 in Lincoln to the Interstate Access Road in Chester and Lincoln.
40	Bridge	Washington	Edmunds Twp	131 foot span	Route 1	\$2,100,000	Bridge Replacement: Tide Mill Number Two Bridge (#3171) over Crane Mill Stream. Located 1.57 miles northerly of Tide Mill Road.	Bridge replacement along portion of Route 1, a major route supporting natural resource based industries including forest products, fisheries, lobstering and tourism.
41	Bridge	York	Standish, Limington	226 foot span	Route 11	\$4,200,000	Bridge Replacement: Steep Falls Bridge (#3328) over the Saco River. Located at the Limington-Standish town line.	Bridge is a major Saco River crossing, connecting Route 25 and Route 113, with connections to destinations along the west shore of Sebago Lake, serving commerce in the region.
42	Bridge	Oxford	Bethel	408 foot span	Route 2	\$3,500,000	Bridge Rehabilitation: Androscoggin River Bridge (#6149) over the Androscoggin River. Located 0.16 of a mile northerly of Riverside Lane.	Route 2 from Bangor to the New Hampshire border is a critical east-west corridor in the state, serving, local, regional and national commerce.
43	Highway	Androscoggin	Lewiston	0.38	LEWISTON, MTA EXIT 80	\$5,000,000	Safety Improvements: Improvements include Route 196 and Alfred Plourde Parkway.	This project would provide needed improvements at the Interstate 95 Exit 80 in Lewiston, which is the principal access point from interstate to the city of Lewiston, providing important access for commerce, trade and commuters. There are no practicable alternative routes without adding substantial time and cost.
44	Bridge	Somerset	Benton, Fairfield	1029 foot span	Interstate 95	\$2,250,000	Bridge Painting: C.A. Clauson Southbound Bridge (#1456) over the Kennebec River. Located at the Benton-Fairfield town line.	Improvements are needed to this critical bridge spanning the Kennebec River.
45	Highway	Washington	Jonesboro, Whitneyville	3.04 mile(s)	Route 1	\$3,220,000	Highway Reconstruction: Beginning 0.32 of a mile northerly of Whitneyville Road and extending northerly 3.04 miles to the Whitneyville/Machias town line.	Modernization including safety improvements of Route 1 from Ellsworth to Machias, a major route supporting natural resource based industries including forest products, fisheries, lobstering and tourism.
46	Bridge	Androscoggin	Auburn	166 foot span	Route 202	\$3,625,000	Bridge Replacement: Oakdale Northbound Bridge (#2625) over Little Androscoggin River. Located 0.13 of a mile northerly of Chasse Street.	This project would provide an essential bridge over Little Androscoggin River on Route 202, a highly-traveled, major non-interstate route connecting Auburn to Gray. No practicable alternative routes without adding substantial time and cost.
47	Bridge	Kennebec	Fairfield, Benton	939 foot span	Interstate 95	\$2,250,000	Bridge Painting: C.A. Clauson NB Bridge (#6000) over the Kennebec River, located on the Fairfield-Benton town line.	This is a critical I-95 bridge spanning the Kennebec River on the most important highway in Maine. Maine's economy is heavily dependent on I-95. No practicable highway alternatives exist if bridge is not fixed.
48	Bridge	Somerset	Fairfield	281 foot span	Western Avenue	\$2,000,000	Bridge Deck Replacement: Western Avenue / I-95 Bridge (#5819) over Interstate 95. Located 0.05 of a mile west of Interstate 95 on ramp.	Critical bridge carrying Western Avenue provides access from Fairfield to I-95 and serves an important route for goods movement to and from mills in Fairfield and Waterville and provides access to I-95 to communities east of the Kennebec River.
49	Highway	Washington	East Machias	1.80 mile(s)	Route 1	\$2,530,000	Highway Reconstruction: Beginning at the Pope Memorial Bridge (#2682) over the East Machias River and extending northerly 1.8 miles.	Reconstruction of a portion of Route 1, a major route supporting natural resource based industries including forest products, fisheries, lobstering and tourism.