Public Works and Engineering Department

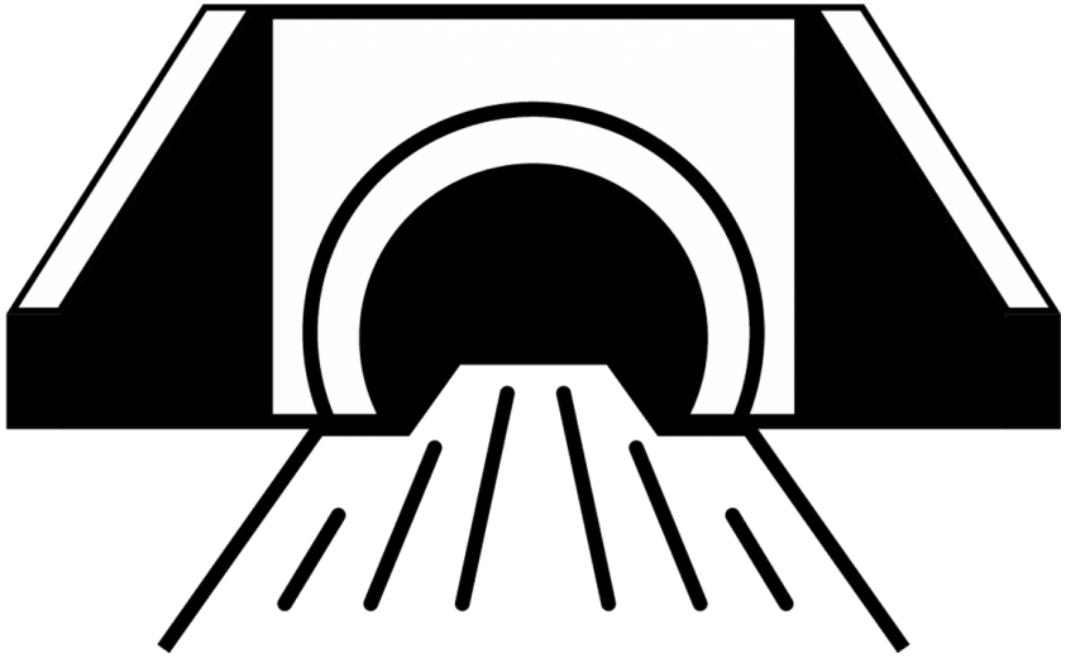
Capital Improvement Plan
2027-2031

- Stream Crossings
- Road Maintenance
- Major Road Projects
- Other Transportation Projects

Trey Crews, PE
Town Engineer
tcrews@brunswickme.gov

Ryan Leighton
Public Works Director
rleighton@brunswickme.gov

December 8, 2025



Stream Crossings

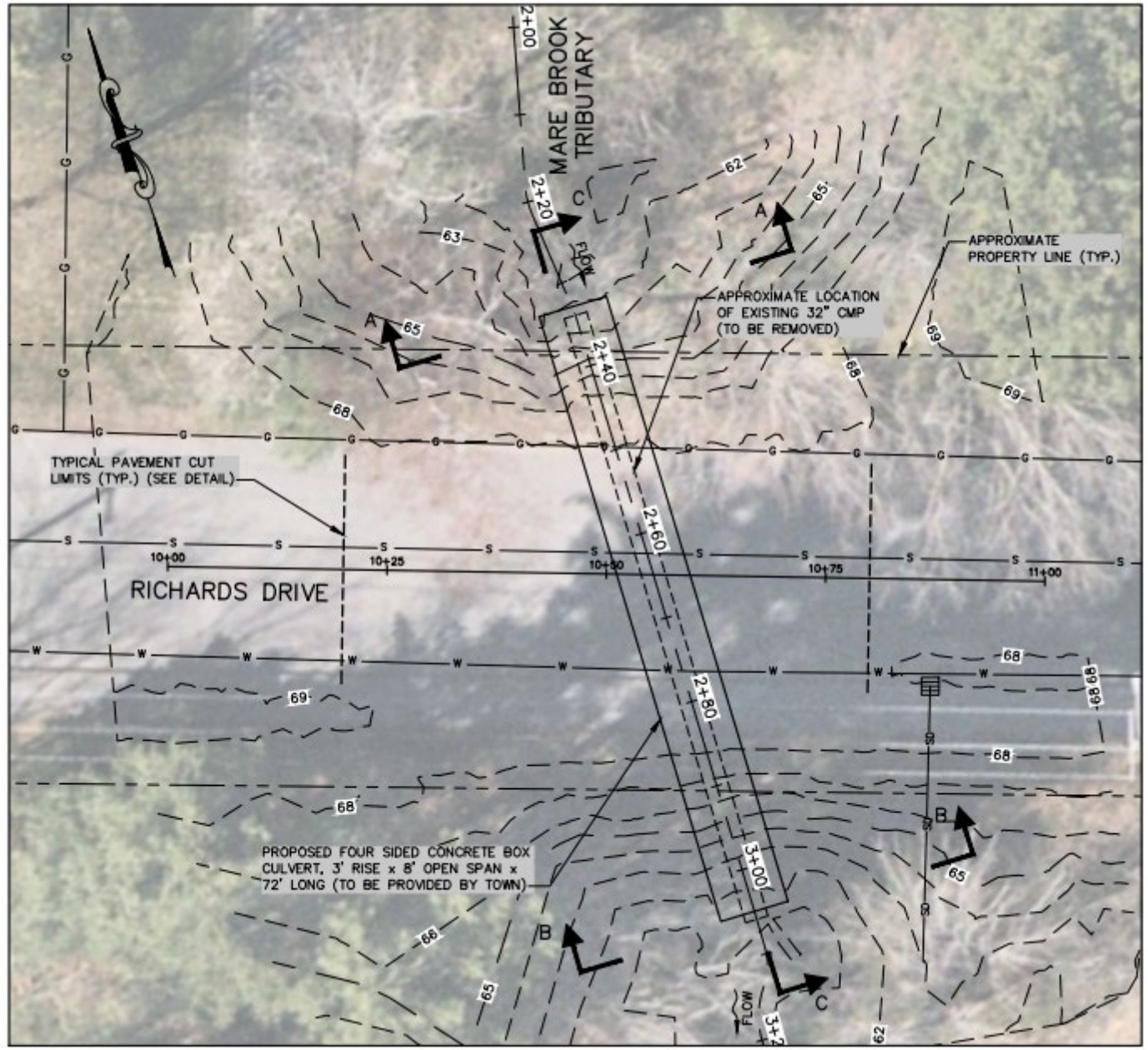
Comparison of Crossing Structures

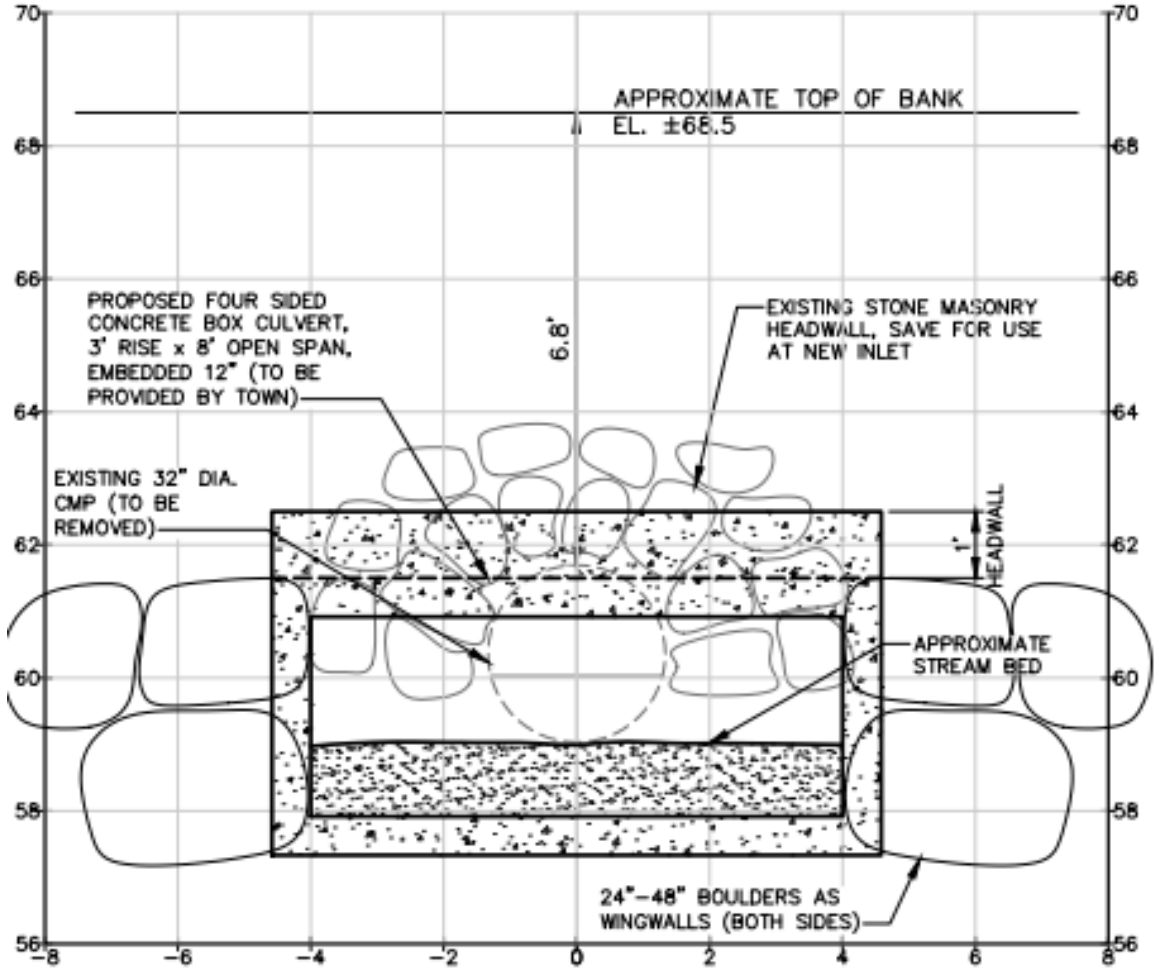
Crossing Structure Type	Material	Cost	Life Span (years)	Advantages	Disadvantages
Bridge A	Steel-reinforced concrete abutments (poured in-place) and decking on steel I-beam stringers	$$$	50-75	Natural bottom, durability, snow-plowable	High cost
Bridge B	Waste-block concrete abutments with steel I-beam stringers and timber deck (possibly paved or alternate decking)	$	50-75; timber redeck 5-10	Natural bottom, low cost; simplicity	Limited abutment height; snow plowing limited
Bridge C (3-Sided Box Culvert)	Steel-reinforced concrete, galvanized steel or aluminum	$$	50-75	Natural bottom, simplicity	Weight of concrete structures can limit installation options
Open Bottom Arch	Galvanized Steel, aluminum, steel-reinforced concrete	$$	50-75	Natural bottom, ease of transport, can be low profile	Care must be taken to install and protect footings, assembly required for metal plate structures
Embedded Box Culvert	Steel-reinforced concrete	$$	50-75	Natural bottom if spans stream; variety of configurations	Must span stream and be set below stream elevation to avoid outlet perch
Embedded Pipe Arch	Galvanized steel, steel-reinforced concrete	$ - $$	20-75	Natural bottom if spans stream; wide for given volume; low cost of steel	Steel short life span; not for use with ledge
Embedded Round Pipe	Galvanized steel, plastic, steel-reinforced concrete	$	20-75	Natural bottom if spans stream; lowest cost	Limited to smaller sizes; not for use with ledge
Round Pipe (at stream grade)	Galvanized steel, plastic, steel-reinforced concrete	$	20-75	May allow fish passage over time if spans stream; lowest cost	Rarely adequate for fish passage at less than stream width (develops outlet perch); limited to smaller sizes

Richards Culvert Replacement

Design paid for by 319 grant

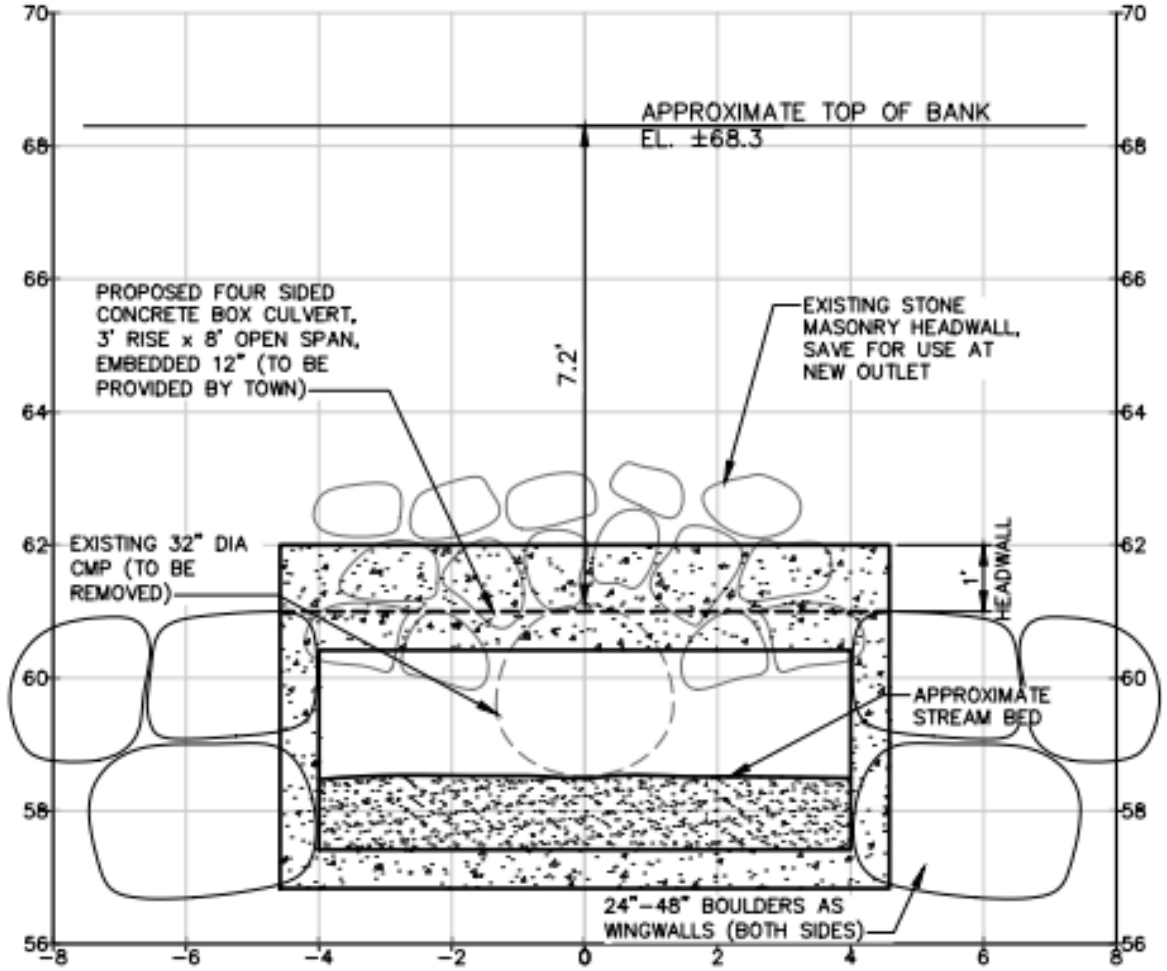
Construction funding request of $450,000 for 2026-27


MARE BROOK TRIBUTARY
APPROXIMATE PROPERTY LINE (TYP.)
APPROXIMATE LOCATION OF EXISTING 32" CMP (TO BE REMOVED)
TYPICAL PAVEMENT CUT LIMITS (TYP.) (SEE DETAIL)
RICHARDS DRIVE
PROPOSED FOUR SIDED CONCRETE BOX CULVERT, 3' RISE x 8' OPEN SPAN x 72' LONG (TO BE PROVIDED BY TOWN)
FLOW
2+00
2+20
2+40
2+60
2+80
3+00
10+00
10+25
10+50
10+75
11+00
A
B
C



SECTION A-A UPSTREAM

SCALE: 1"=2' HORIZ. & VERT.



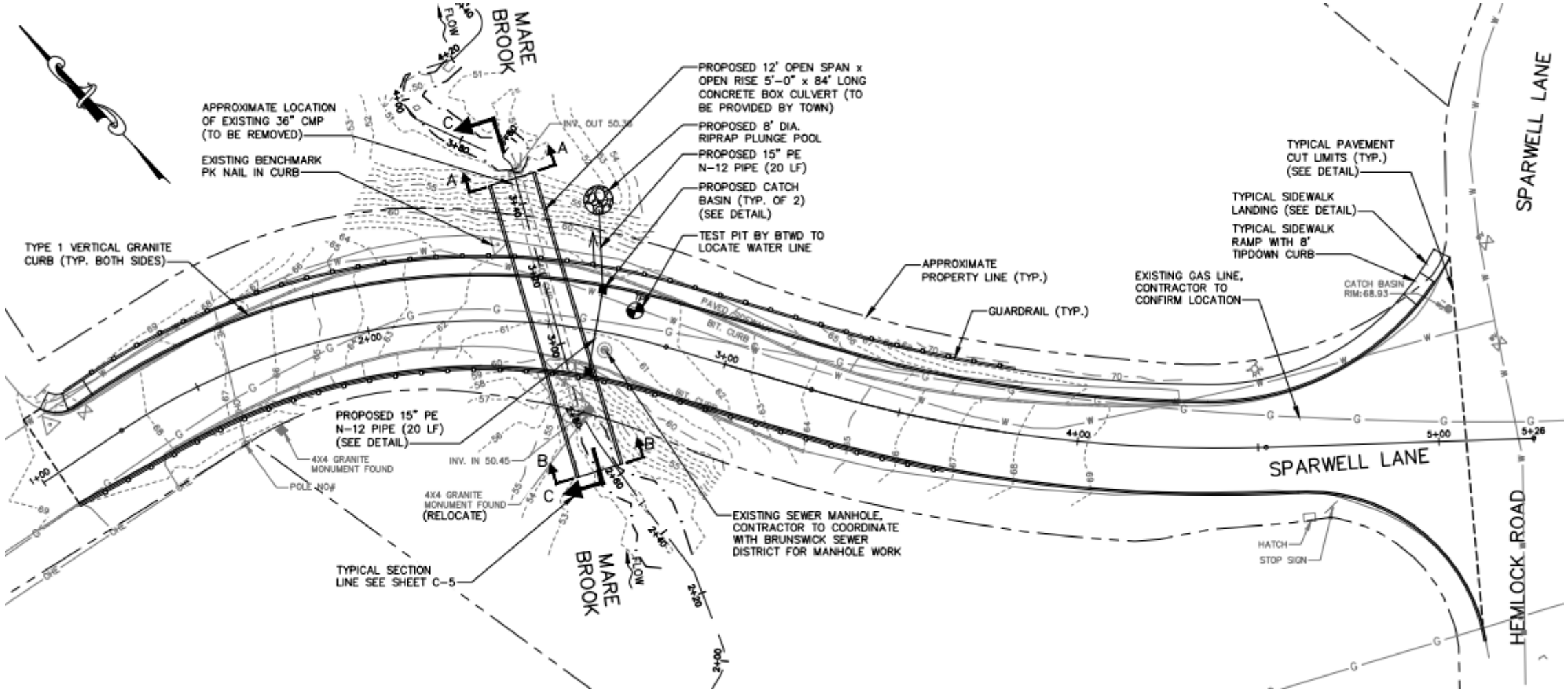
SECTION B-B DOWNSTREAM

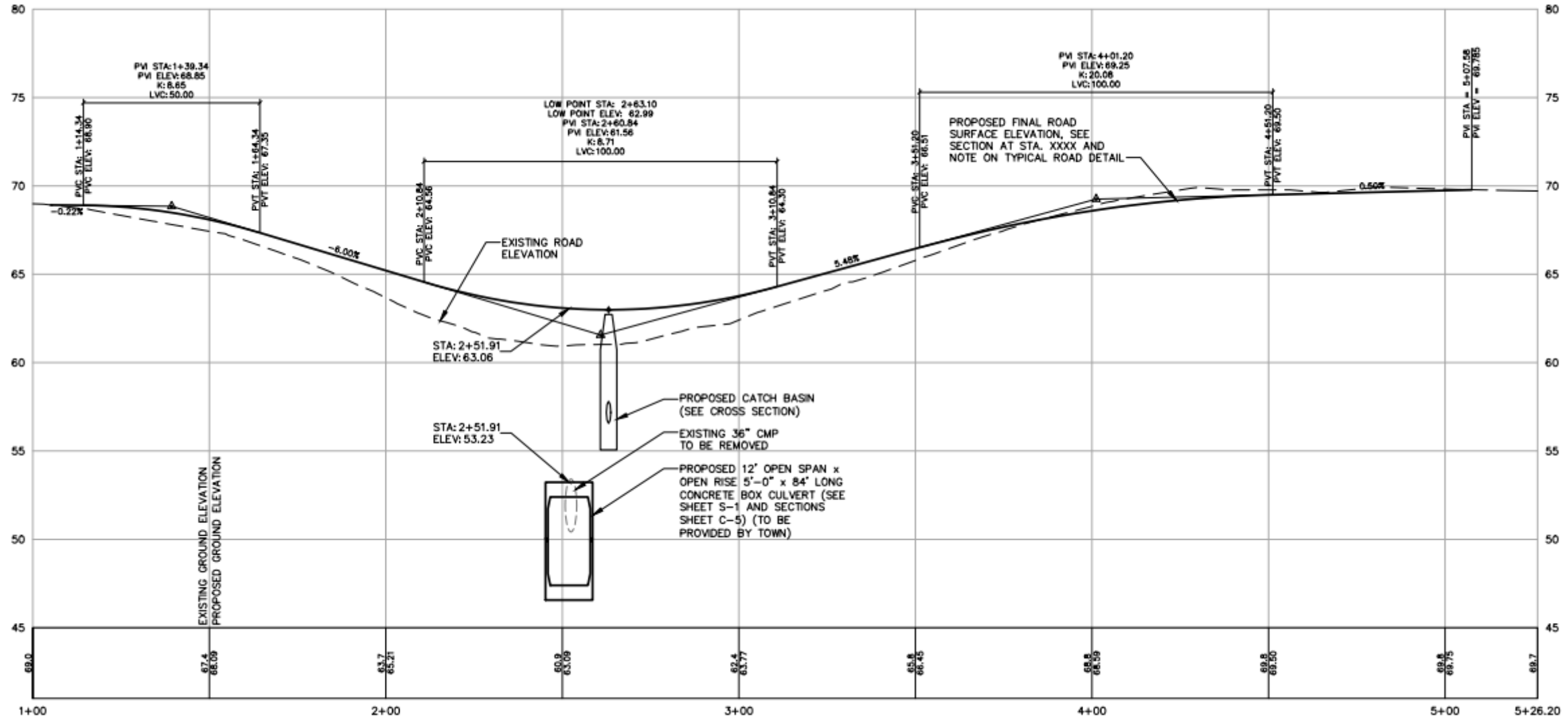
SCALE: 1"=2' HORIZ. & VERT.

Sparwell Road Culvert Replacement and Road Realignment

Design paid for by 319 grant

Construction funding request of $1,00,000 for 2026-27

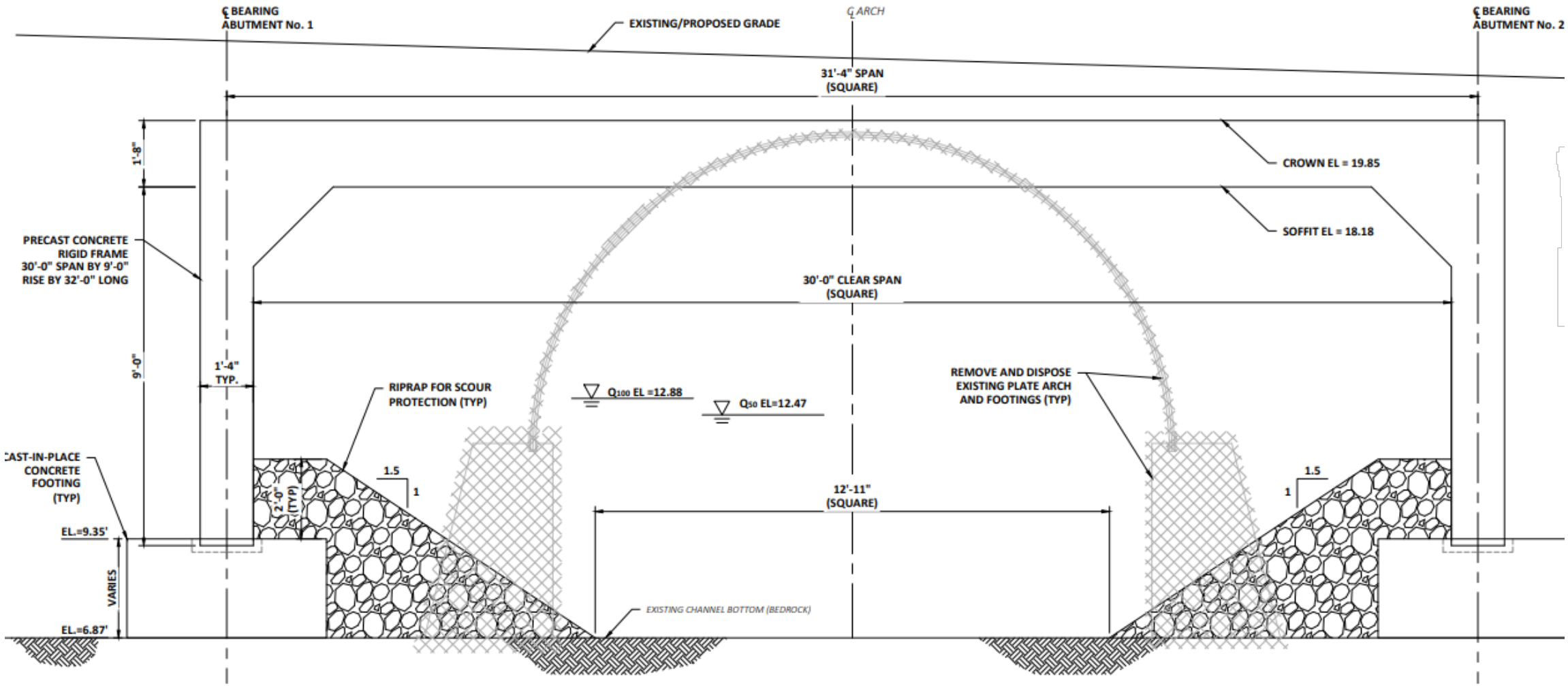

MARE BROOK
APPROXIMATE LOCATION OF EXISTING 36" CMP (TO BE REMOVED)
EXISTING BENCHMARK PK NAIL IN CURB
PROPOSED 12' OPEN SPAN x OPEN RISE 5'-0" x 84' LONG CONCRETE BOX CULVERT (TO BE PROVIDED BY TOWN)
PROPOSED 8' DIA. RIPRAP PLUNGE POOL
PROPOSED 15" PE N-12 PIPE (20 LF)
PROPOSED CATCH BASIN (TYP. OF 2) (SEE DETAIL)
TEST PIT BY BTWD TO LOCATE WATER LINE
TYPE 1 VERTICAL GRANITE CURB (TYP. BOTH SIDES)
APPROXIMATE PROPERTY LINE (TYP.)
GUARDRAIL (TYP.)
EXISTING GAS LINE, CONTRACTOR TO CONIFIRM LOCATION
TYPICAL PAVEMENT CUT LIMITS (TYP.) (SEE DETAIL)
TYPICAL SIDEWALK LANDING (SEE DETAIL)
TYPICAL SIDEWALK RAMP WITH 8' TIPDOWN CURB
CATCH BASIN RIM: 68.93
SPARWELL LANE
PROPOSED 15" PE N-12 PIPE (20 LF) (SEE DETAIL)
4X4 GRANITE MONUMENT FOUND
INV. IN 50.45
4X4 GRANITE MONUMENT FOUND (RELOCATE)
EXISTING SEWER MANHOLE, CONTRACTOR TO COORDINATE WITH BRUNSWICK SEWER DISTRICT FOR MANHOLE WORK
TYPICAL SECTION LINE SEE SHEET C-5
HATCH
STOP SIGN
HEMLOCK ROAD


PVI STA: 1+39.34
PVI ELEV: 68.85
K: 8.65
LVC: 50.00
PVC STA: 1+14.34
PVC ELEV: 68.90
PVT STA: 1+64.34
PVT ELEV: 67.35
LOW POINT STA: 2+63.10
LOW POINT ELEV: 62.99
PVI STA: 2+60.84
PVI ELEV: 61.56
K: 8.71
LVC: 100.00
PVC STA: 2+10.84
PVC ELEV: 64.56
PVT STA: 3+10.84
PVT ELEV: 64.30
PVI STA: 4+01.20
PVI ELEV: 69.25
K: 20.08
LVC: 100.00
PVC STA: 3+51.20
PVC ELEV: 66.91
PVT STA: 4+51.20
PVT ELEV: 69.50
PVI STA = 5+07.58
PVI ELEV = 69.785
PROPOSED FINAL ROAD SURFACE ELEVATION, SEE SECTION AT STA. XXXX AND NOTE ON TYPICAL ROAD DETAIL
-0.22%
-6.00%
5.48%
0.50%
EXISTING ROAD ELEVATION
STA: 2+51.91
ELEV: 63.06
PROPOSED CATCH BASIN (SEE CROSS SECTION)
STA: 2+51.91
ELEV: 53.23
EXISTING 36" CMP TO BE REMOVED
PROPOSED 12' OPEN SPAN x OPEN RISE 5'-0" x 84' LONG CONCRETE BOX CULVERT (SEE SHEET S-1 AND SECTIONS SHEET C-5) (TO BE PROVIDED BY TOWN)
EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION
80
75
70
65
60
55
50
45
69.0
67.4
68.09
63.7
65.21
60.9
63.09
62.4
63.77
65.8
66.45
68.8
68.59
69.8
69.50
69.8
69.75
69.7
1+00
2+00
3+00
4+00
5+00
5+26.20

Bunganuc Road Culvert Bridge Replacement

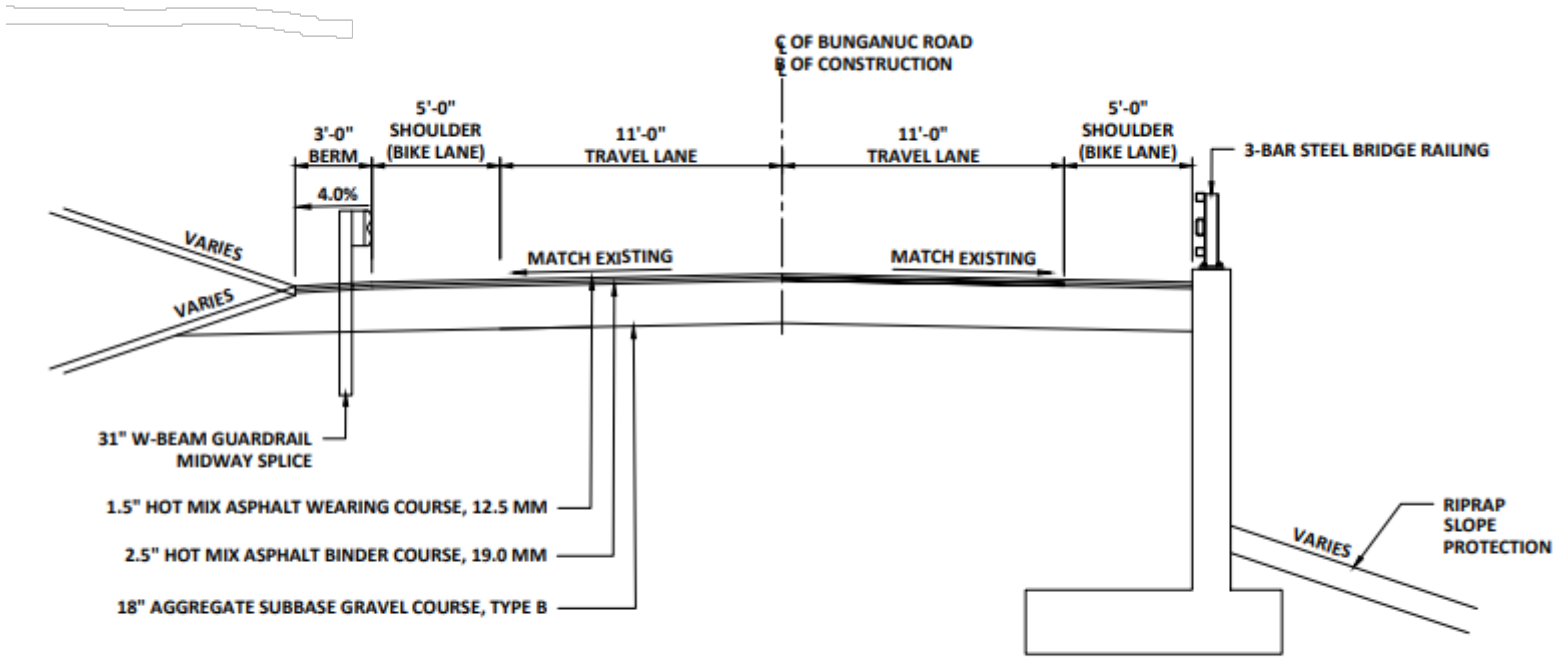
$150,000 already appropriated for design and permitting

$2,200,000 estimated construction cost in 2028-29



LONGITUDINAL SECTION
ALTERNATIVE 2: PRECAST CONCRETE RIGID FRAME

SCALE: 1/2"=1'-0"



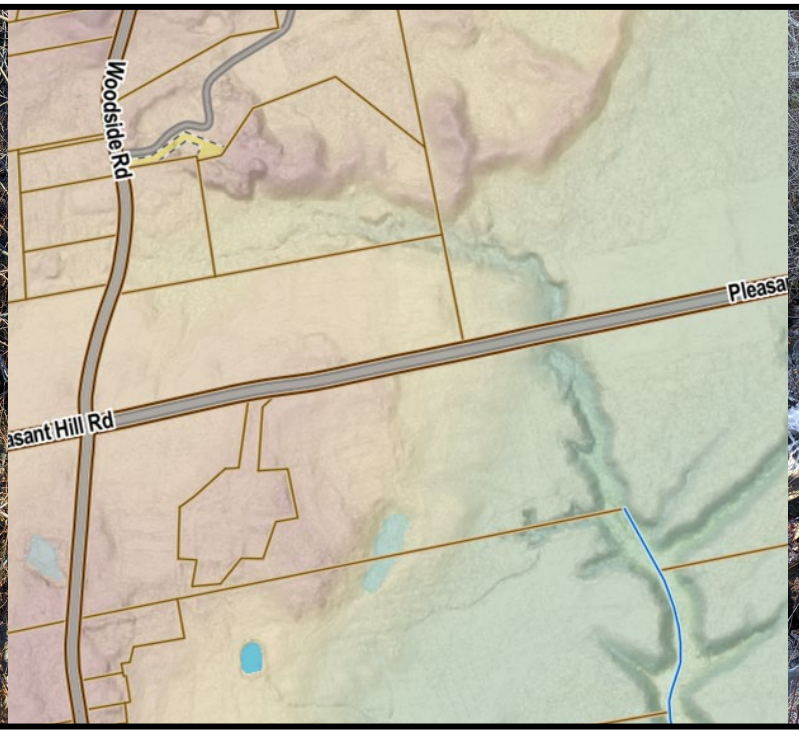
TYPICAL ROADWAY APPROACH SECTION

SCALE: 1" = 5'

River Road Culvert

Design/Permitting $75,000 Appropriated

Construction Request $1,000,000 in 2028-29



Pleasant Hill Rd Culvert

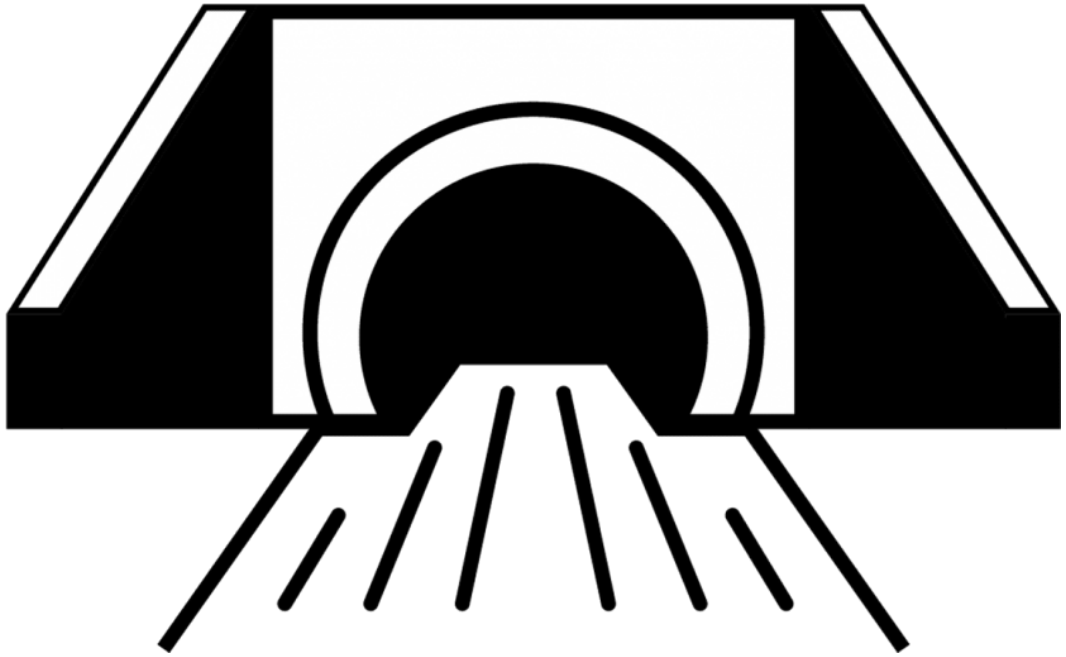
Design/Permitting Request $100,000 in 2026-27

Construction Request $1,000,000 in 2029-30

Highland Road Culvert

Design/Permitting Request $100,000 in 2028-29

Construction Request $450,000 in 2029-30



Stream Crossings
New Projects


Coffin Ice Pond
Picnic Pond
Approx. Head of Tide
Merriconeag Stream
Mare Brook
Miller Creek
Unnamed Tributary
Brady St
Columbia Ave
Magean St
Colonial Dr
Maine St
Barry St
Barbeau Dr
Mallway Dr
Botany Pl
Dionne Cir
Meadowbrook Rd
Laurel Rd
Parkview Cir
Hemlock Rd
Sobati Dr
Tamarack Dr
Sumac Dr
Melden Dr
Crestpoint Ln
Harpswell Rd
Samuel Adams Dr
Pelican St
Pegasus St
Neptune Dr
Orion St
Major Pepp Ave
Purinton Rd
Liberty Xing
Coombs Rd
123
24
Town Boundary
Mere Brook Watershed
Stream
Major Road
Local Road
Lisbon
Bowdoin
Bowdoinham
Topsham
Bath
Brunswick
West Bath
Freeport
Harpswell
Phippsburg
Location Map
Data: MEGIS, CCSWCD, ESRI
Coordinates: NAD83, UTM,19N

Harpswell Rd Culvert

Design/Permitting Request $200,000 in 2026-27

Construction Request $1,750,000 in 2028-29

Maine St Culvert

Design/Permitting Request $200,000 in 2027-28

Construction Request $1,500,000 in 2029-30

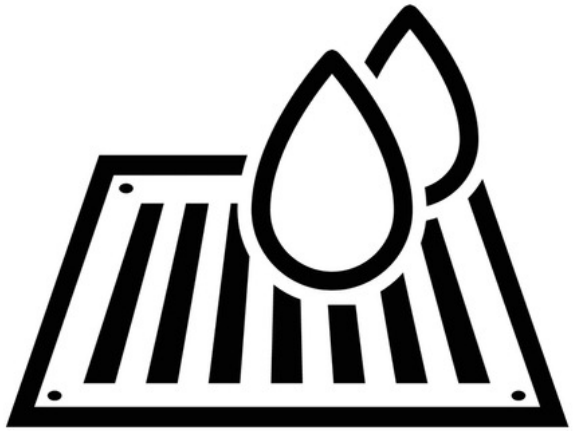
Comments
Questions
Concerns

Road Maintenance







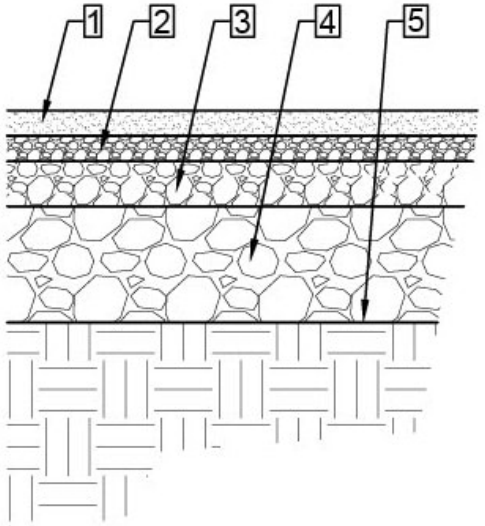
PAVEMENT MANAGEMENT GOALS

- Identify roads in poor condition and evaluate different treatment options and costs
- Prepare three-year plan to balance costs and scheduling with other projects
- Proactive coordination with Public Works, Brunswick Sewer District, and Brunswick-Topsham Water District to share costs and do other upgrades/replacements
- Repair and improve sidewalks, curbing, crosswalks, and bike lanes where existing
- Evaluate roads with regards to the Town of Brunswick Complete Street Policy (ie accommodating all modes of transit)
- Reconstruct inadequate roads (ie roads with severe structural issues or costly annual maintenance)

Pavement Typical Section

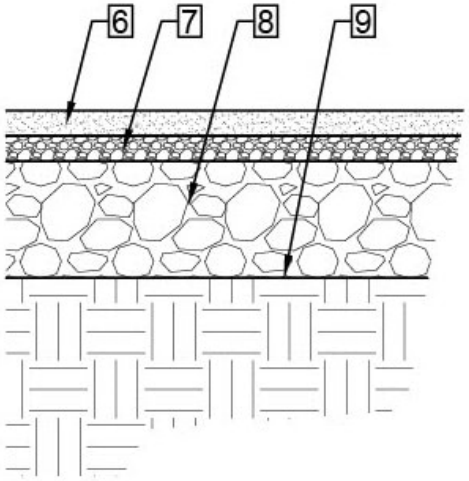
HIGH VOLUME ROADWAY

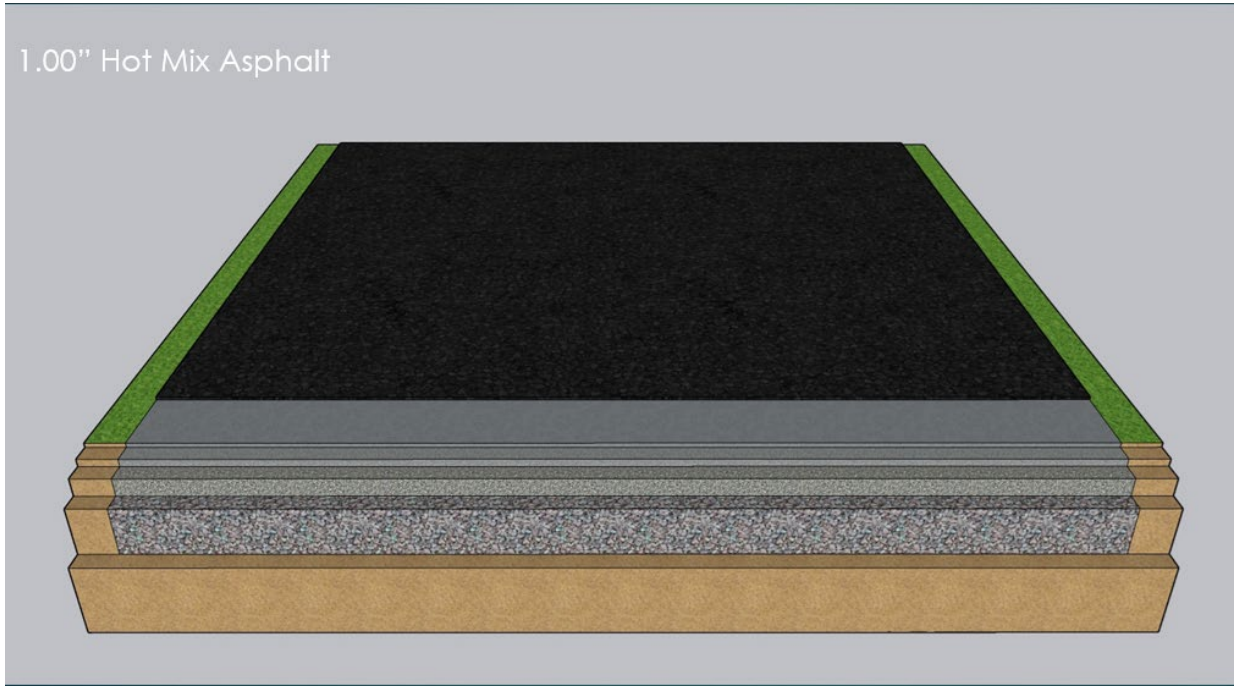
1. HMA SURFACE COURSE
2. HMA INTERMEDIATE COURSE
3. HMA BASE COURSE
4. GRAVEL SUBBASE
5. SUBGRADE



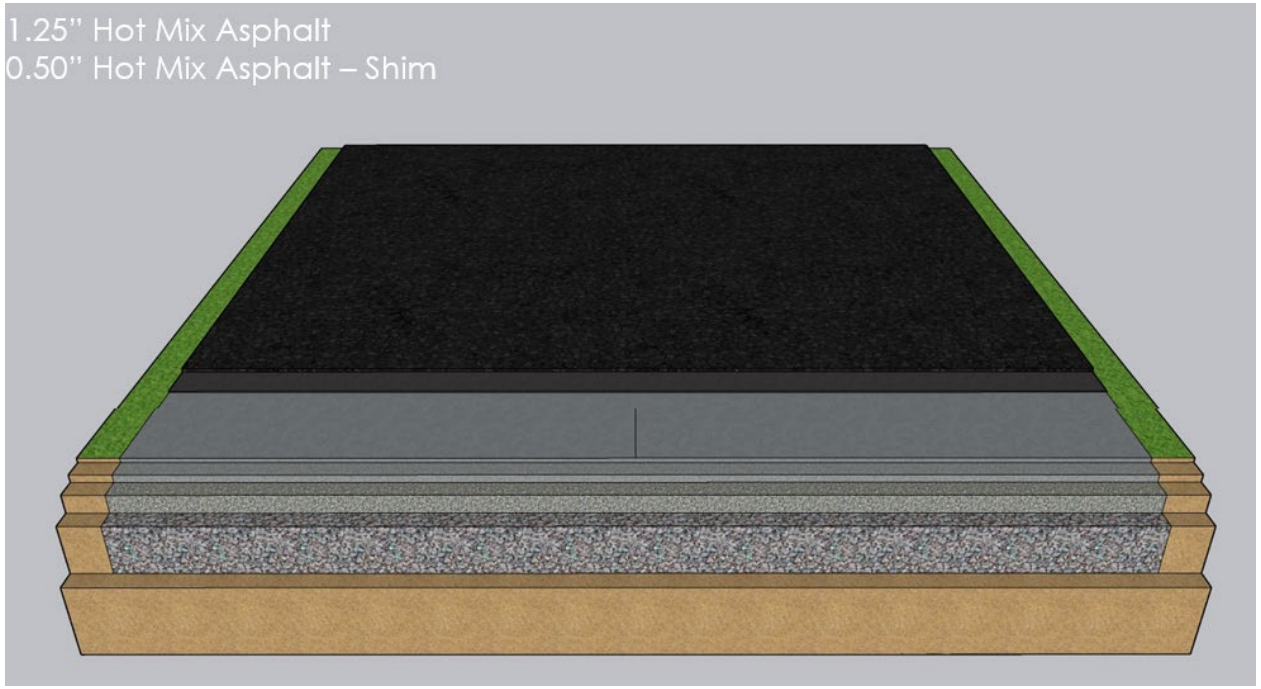
LOW VOLUME ROADWAY

6. HMA SURFACE COURSE
7. HMA INTERMEDIATE SURFACE
8. GRAVEL BASE COURSE
9. SUBGRADE

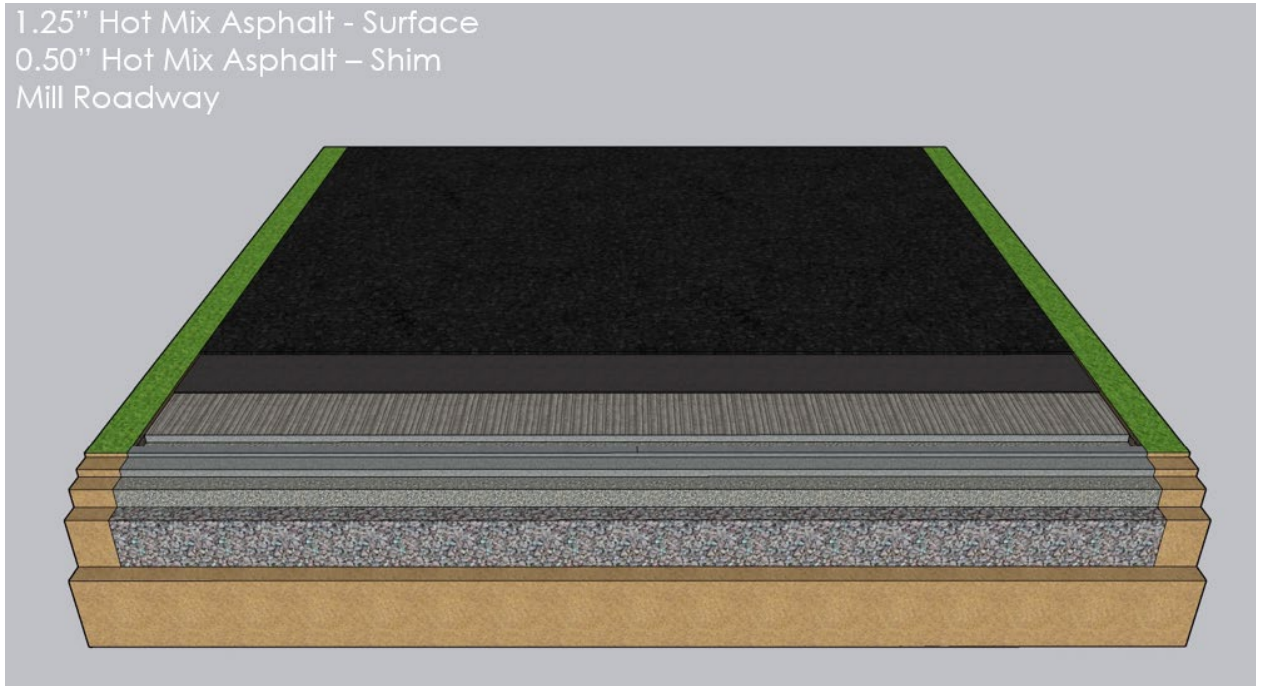




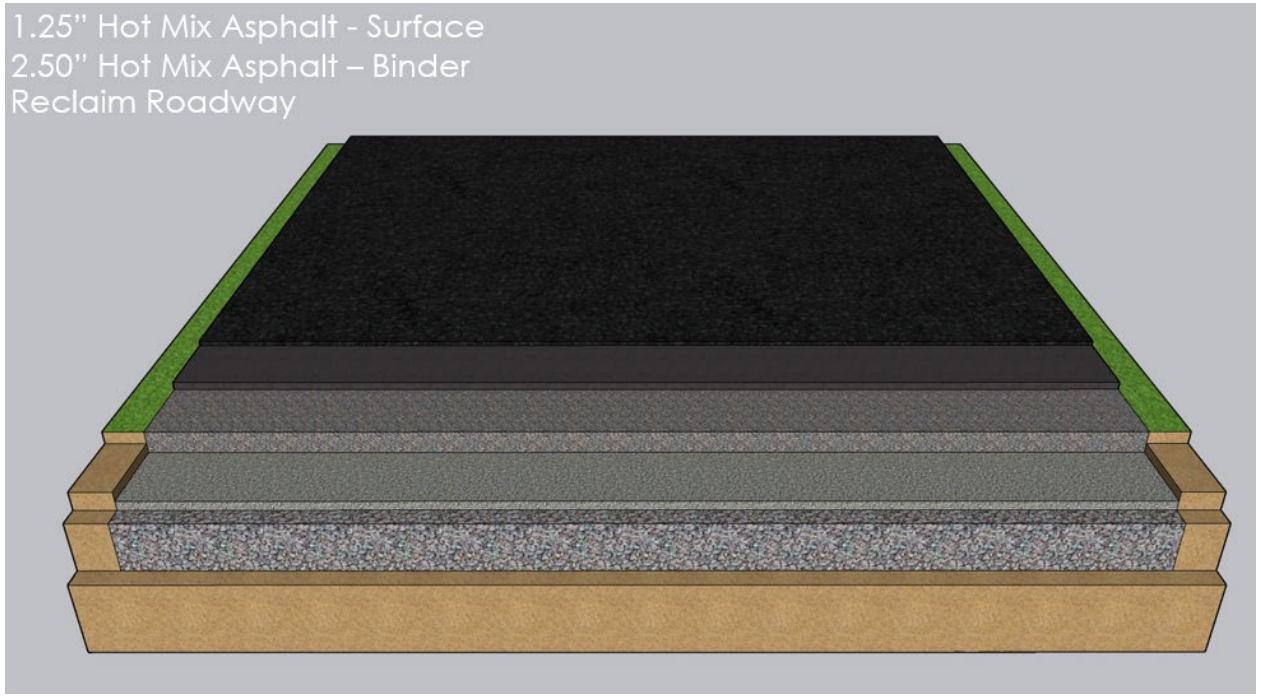
Overview of Treatments – Resurfacing



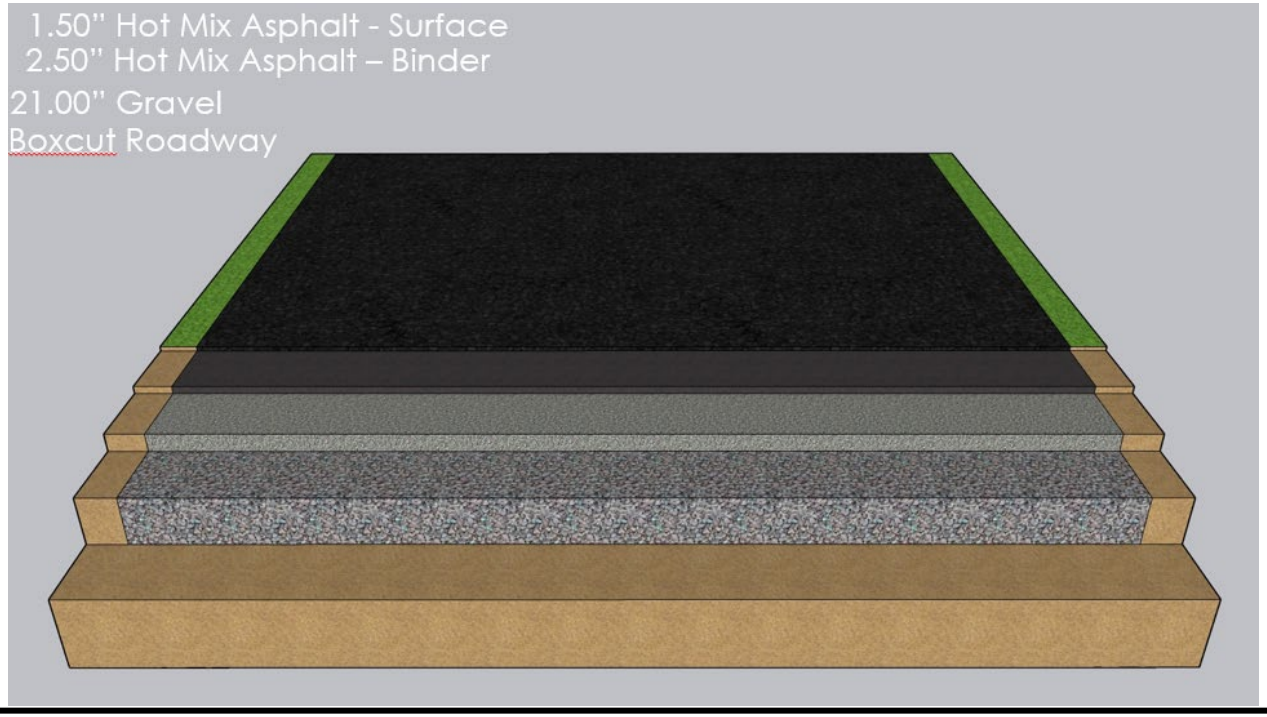
Overview of Treatments – Shim & Overlay



Overview of Treatments – Mill & Fill



Overview of Treatments – Reclaim



Overview of treatments – Full Depth Reconstruction

Treatment Selection

- Less intensive treatments

- Pros: low cost = more miles paved

- Cons: can negatively affect drainage as road is built up. Cannot address structural failures which lowers potential service life

- **Medium intensive treatments**

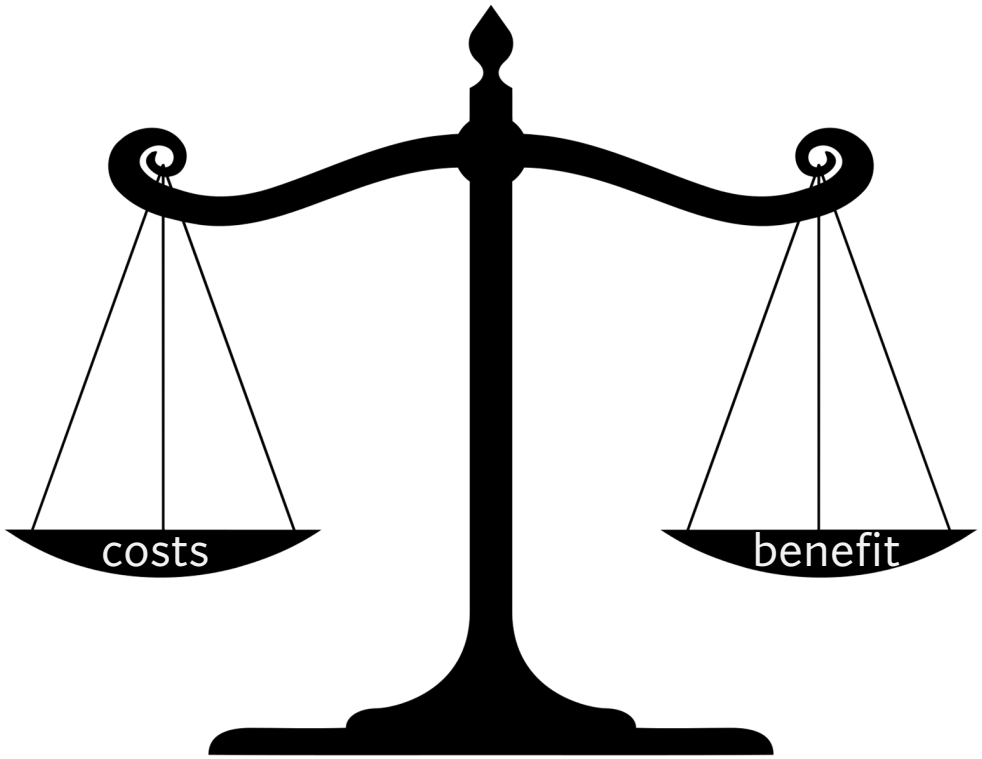
- Pros: longer service life, fewer negative effects on existing drainage patterns

- Cons: Can fix structural issues in upper layers of pavement, but not lower

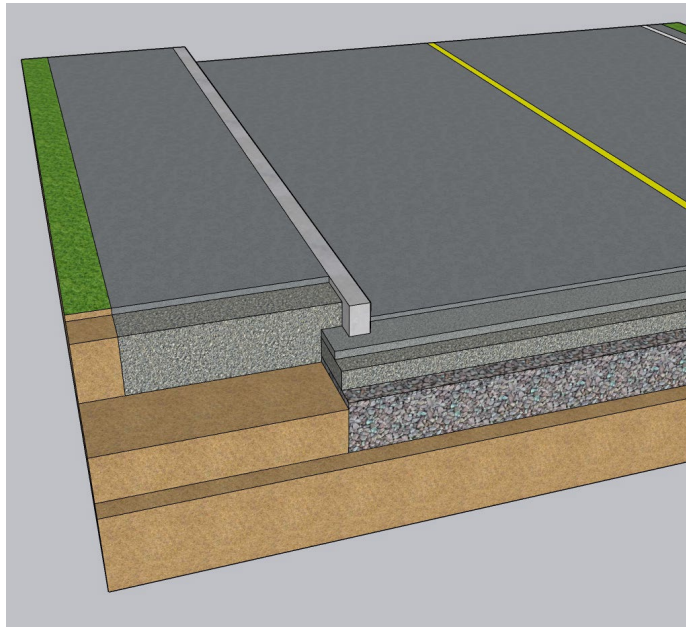
- **High intensity treatments**

- Pros: rebuilt roads have significantly longer projected lifespans, can address drainage issues, and bring up to modern road standards (widths, material, amenities)

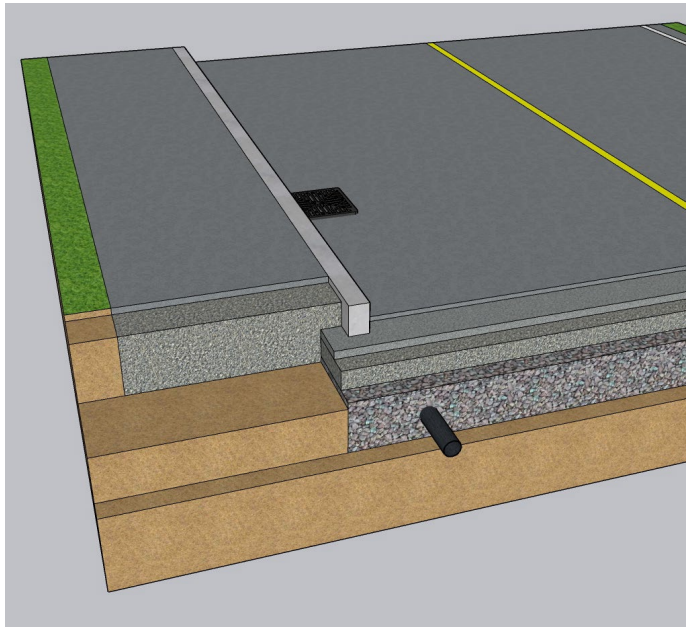
- Cons: Cost is high and longer design and construction process.



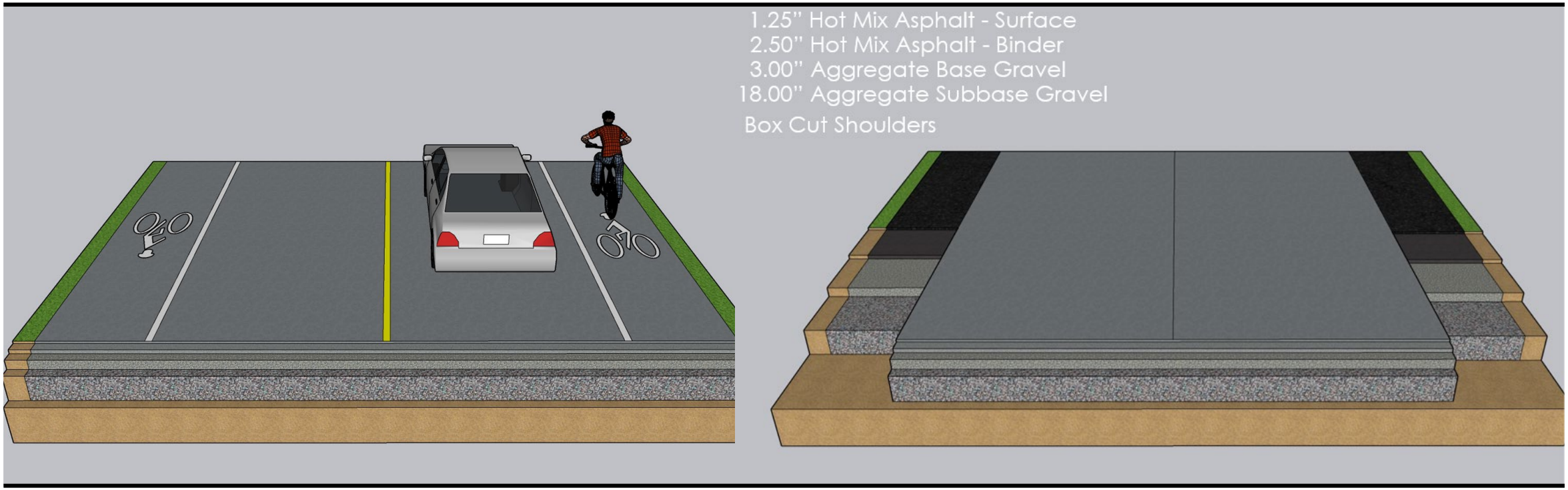
Amenities and Enhancements



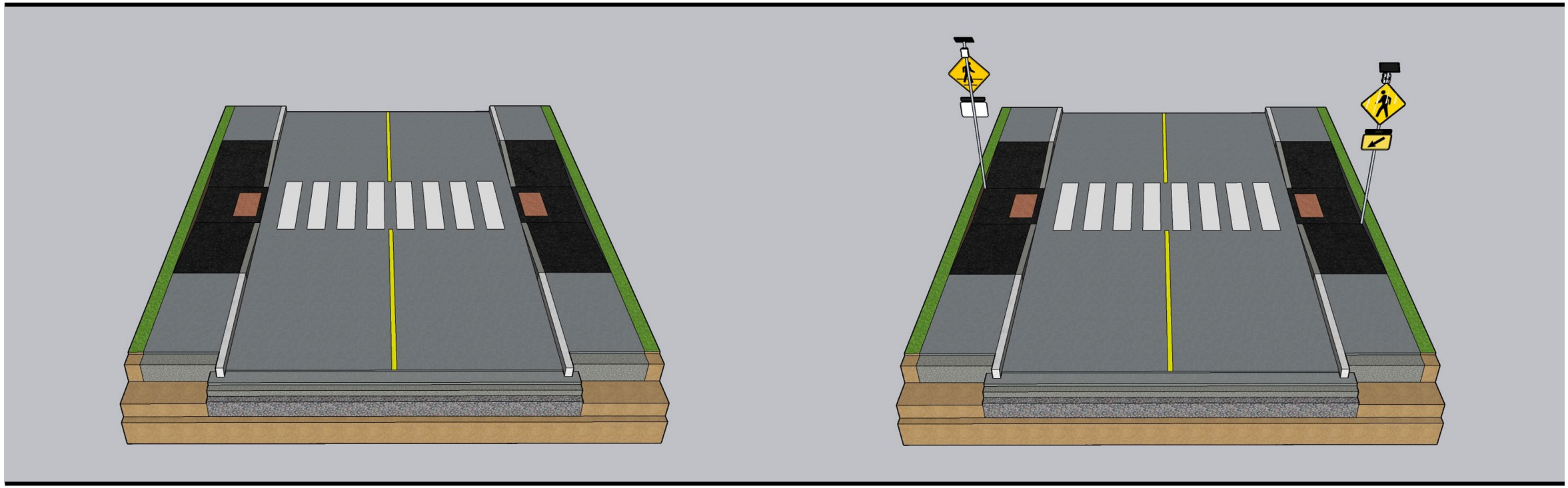
New curb, sidewalk, no drainage



New curb, sidewalk, and drainage



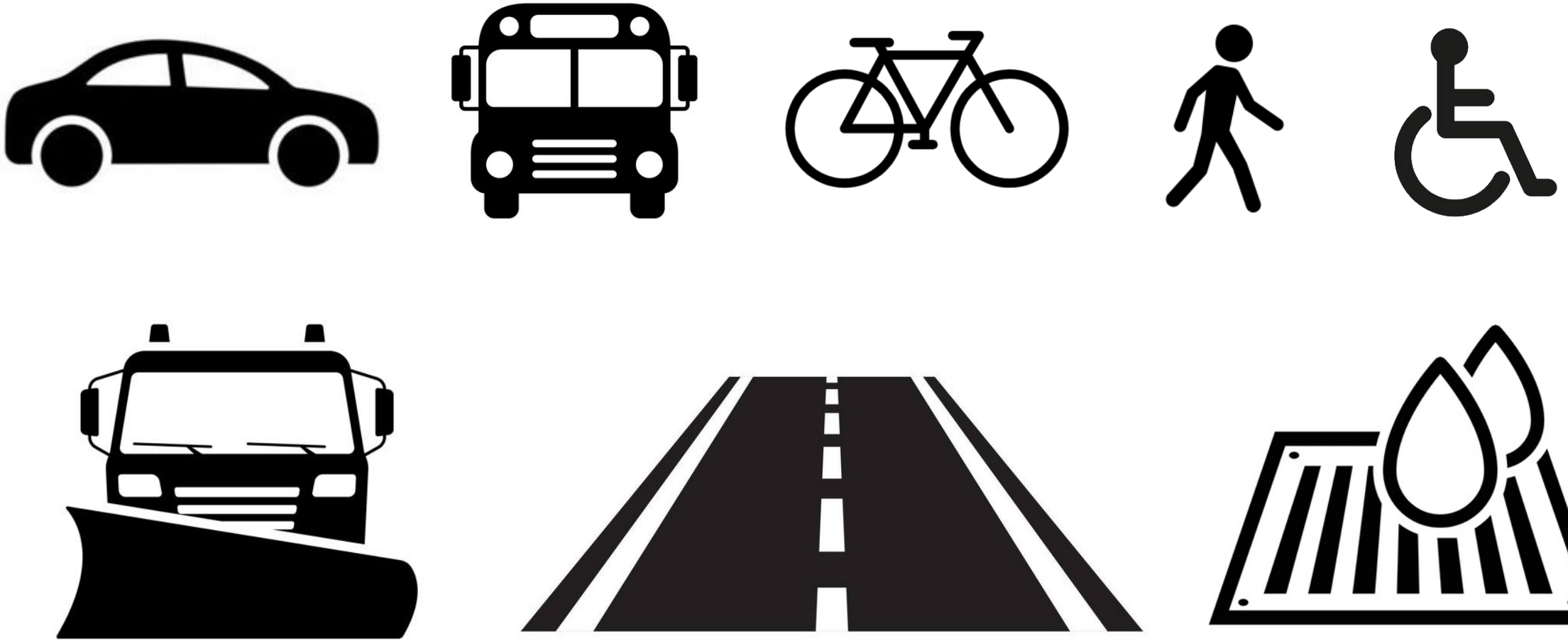
Amenities and Enhancements



Amenities and Enhancements

	Avg. Cost	Annual Maintenance
Pavement Management		
Surface Treatment	$350,000 per mile	-
Shim and Overlay	$425,000 per mile	-
Mill and Fill	$550,000 per mile	-
Reclaim and Pave	$800,000 per mile	-
Full Depth Reconstruction	$1,500,000 per mile	-
Bicycle Upgrades		
Bike Lanes (stripping only)	$5,000 per mile	$1,200 per mile
Bike Symbols (markings only)	$5,000 per mile	$1,000 per mile
Bike Lanes (widening road)	$600,000 per mile	$5,000 per mile
Pedestrian Upgrades		
Adding sidewalk and slipform curb	$350,000 per mile	$500 per mile
Adding sidewalk and granite curb	$750,000 per mile	$500 per mile
Adding sidewalk, slipform curb, and drainage	$1,000,000 per mile	$1,000 per mile
Adding sidewalk, granite curb, and drainage	$2,000,000 per mile	$1,000 per mile
Crosswalk Upgrades		
Adding marked crosswalk	$10,000 per installation	$500 each
Adding crosswalk with RRFB	$30,000 per installation	$750 each

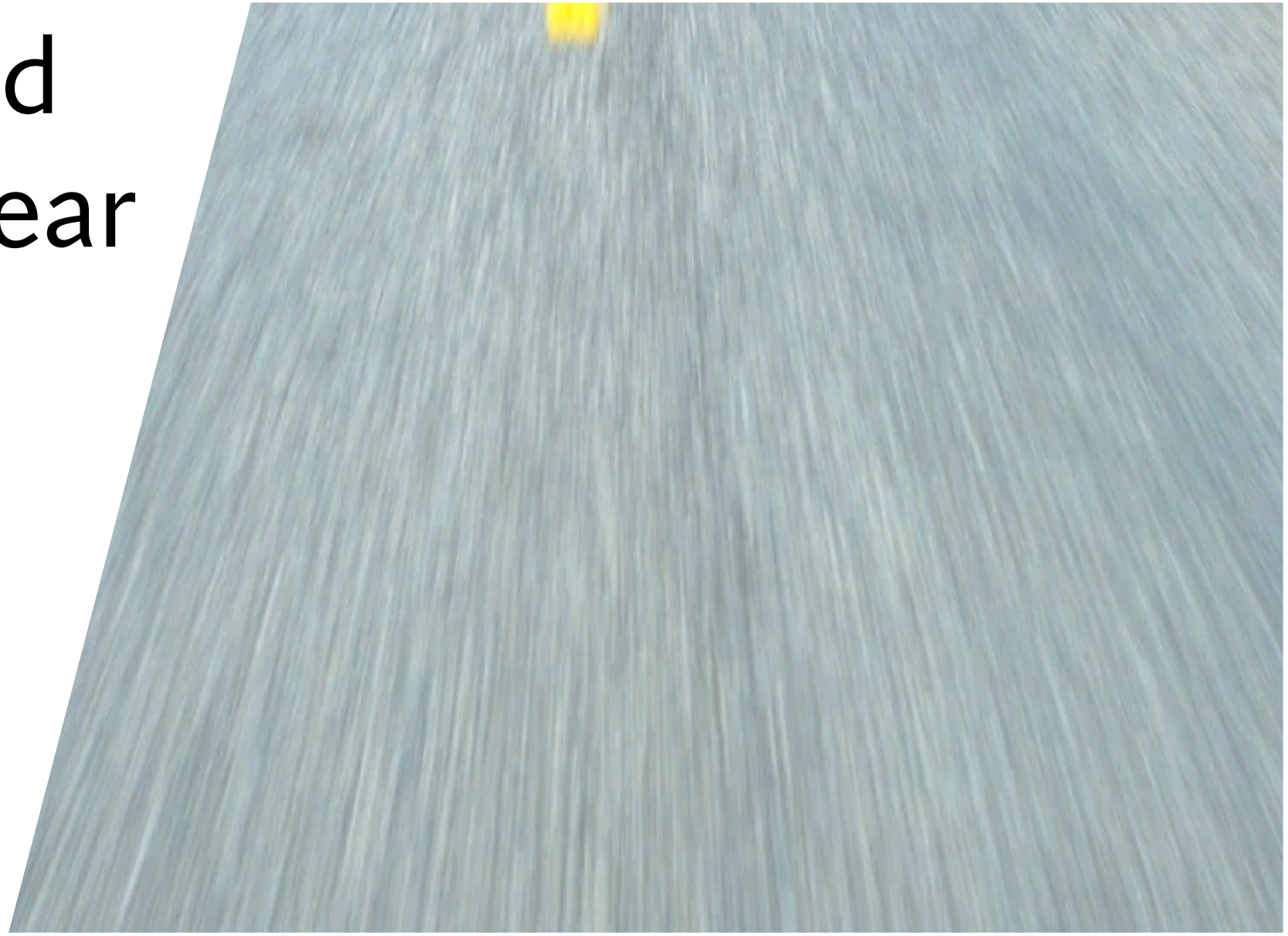
Annual Road Maintenance



Miles Paved by Fiscal Year

2014 – 4	2020 – 8
2015 – 3	2021 – 4
2016 – 5	2022 – 4
2017 – 4	2023 – 7
2018 – 5	2024 – 4
2019 – 6	2025 – 9

Avg: 5.3 miles/year



Annual Paving Maintenance Reserve

Miles of Town Maintained Roads	Approximately 147 Miles
Maintenance Goal	Approximately 147 Miles / 20 years or 7.4 mi/yr
2023-2024 Paving Budget	$2,200,000
2024-2025 Paving Budget	$2,250,000
2025-2026 Paving Budget	$2,400,000
2026-2027 Proposed Budget	$3,500,000

Does not include major road reconstruction projects which are their own CIP items or MPI projects performed with Maine DOT

Annual reserves for paving maintenance establishes a baseline of funding. Work performed in a year can be highly variable due to weather, contractor availability, and type of maintenance treatments

2026 Paving Plans

Morse Court	– Reclaim	– 500 FT	– Cost sharing with BSD work
Maine St	– Mill and Fill	– 7,600 FT	– MPI project with Maine DOT
Old Bath Rd	– Reclaim	– 10,600 FT	– MPI project with Maine DOT
Jordan Ave	– Full Depth Recon	– 2,700 FT	– Bonded town project
Lunt Rd	– Reclaim	– 9,500 FT	– Annual paving reserve
Mountain Ash	– Reclaim	– 950 FT	– Annual paving reserve
Balsam Rd	– Reclaim	– 580 FT	– Annual paving reserve
Wildwood Dr	– Reclaim	– 3,300 FT	– Annual paving reserve
Aspen Dr	– Reclaim	– 575 FT	– Annual paving reserve
Hickory Dr	– Reclaim	– 1,860 FT	– Annual paving reserve
Black Cherry Dr	– Reclaim	– 440 FT	– Annual paving reserve
Basswood Rd	– Reclaim	– 1,280 FT	– Annual paving reserve
Poplar Dr	– Full Depth Recon	– 800 FT	– Annual paving reserve

Total 40,685 Feet or 7.7 Miles

Street	From	To	Treatment	~Length (FT)	Width (FT)	2025-2026	2026-2027*	2027-2028	2028-2029	2029-2030
Robinson Avenue	Pleasant Street	Owen Street	Reconstruct	460	22	$ 115,000				
Owen Street	Church Road	Robinson Avenue	Reconstruct	375	22	$ 93,750				
~~Union Street~~	~~McKeen Street~~	~~Station Ave~~	~~Mill & Fill~~	~~1200~~	~~26~~	~~$ 120,000~~				
Cressey Road	Mason Street	Columbus Drive	Reclaim	1200	22	$ 132,000				
Columbus Drive	Cressey Road	End	Reclaim	700	22	$ 77,000				
Crestview Lane	Casco Road	End	Shim and Overlay	3100	22	$ 232,500				
Pleasant Hill Road	Raymond Road	TL	Shim and Overlay	7320	28	$ 549,000				
Blue Heron Road	Middle Bay Road	End	Shim and Overlay	985	20	$ 73,875				
Middle Bay Road	Mere Point Road	Harpswell Road	Shim and Overlay	6140	24	$ 460,500				
Pennelville Road	Middle Bay Road	Old Penneville	Shim and Overlay	2795	22	$ 209,625				
Sandy Ridge Road	Thomas Point Road	End	Shim and Overlay	1500	24	$ 112,500				
Cleaveland Street	Federal St	Maine Street	Mill & Fill	620	24	$ 120,000				
Morse Court	Spring Street	End	With Sewer Work	500	12		$ 75,000			
Lunt Road	Durham Road	Town Line	Reclaim	9500	24		$ 922,000			
Mountain Ash	Wildwood Dr	End	Reclaim	950	24		$ 238,000			
Balsam	Wildwood Dr	Black cherry	Reclaim	580	24		$ 135,000			
Wildwood Dr	Gurnet	Gurnet Road	Reclaim	3300	24		$ 915,000			
Aspen Drive	Basswood	Wildwood	Reclaim	575	24		$ 136,000			
Hickory Drive	Wildwood Dr	Wildwood	Reclaim	1860	24		$ 443,000			
Black Cherry	Balsam	Mountain Ash	Reclaim	440	24		$ 100,000			
Basswood	Wildwood Dr	Hickory	Reclaim	1280	24		$ 298,000			
Poplar Dr	Basswood	Wildwood	Reconstruction	800	24		$ 221,000			
Highland Road	Pleasant Hill Road	Bunganuc Road	Reclaim	8605	24			$ 1,000,000.00		
Highland Road	Old Portland Road	Pleasant Hill Road	Reclaim	8370	24			$ 875,000.00		
Adams Road	Howards Point	Bull Rock Road	Shim and Overlay	7700	22			$ 440,000		
Harding Road	Bull Rock Road	Bath Road	Shim and Overlay	2450	22			$ 183,750		
Woodside Road	Pleasant Hill Road	Maquoit Road	Shim and Overlay	9085	24				$ 681,375	
Maquoit Road	Woodside Road	Maine Street	Shim and Overlay	9895	30				$ 742,140	
Casco Road	Bunganuc Road	Pleasant Hill Road	Shim and Overlay	10000	22				$ 750,000	
Bibber Parkway	Industrial Parkway	End	Shim and Overlay	1380	30				$ 103,500	
Industrial Parkway	Church Road	Greenwood Road	Shim and Overlay	3470	30				$ 260,250	
Business Parkway	Industrial Parkway	End	Shim and Overlay	1475	30				$ 110,625	
Coombs Road	Wildwood Dr	Gurnet Road	Shim and Overlay	9335	22					$840,150
Collinsbrook Road	Durham Road	End	Reclaim	8976	24					$987,360
			Estimated Budget			**$ 2,175,750**	**$3,483,000**	**$ 2,498,750**	**$2,647,890**	**$ 1,827,510**
			Total Length of Road Work (Feet):			25,775	19,785	27,125	33,830	18,311
			Total Length of Road Work (Miles):			4.88	3.75	5.14	6.41	3.47

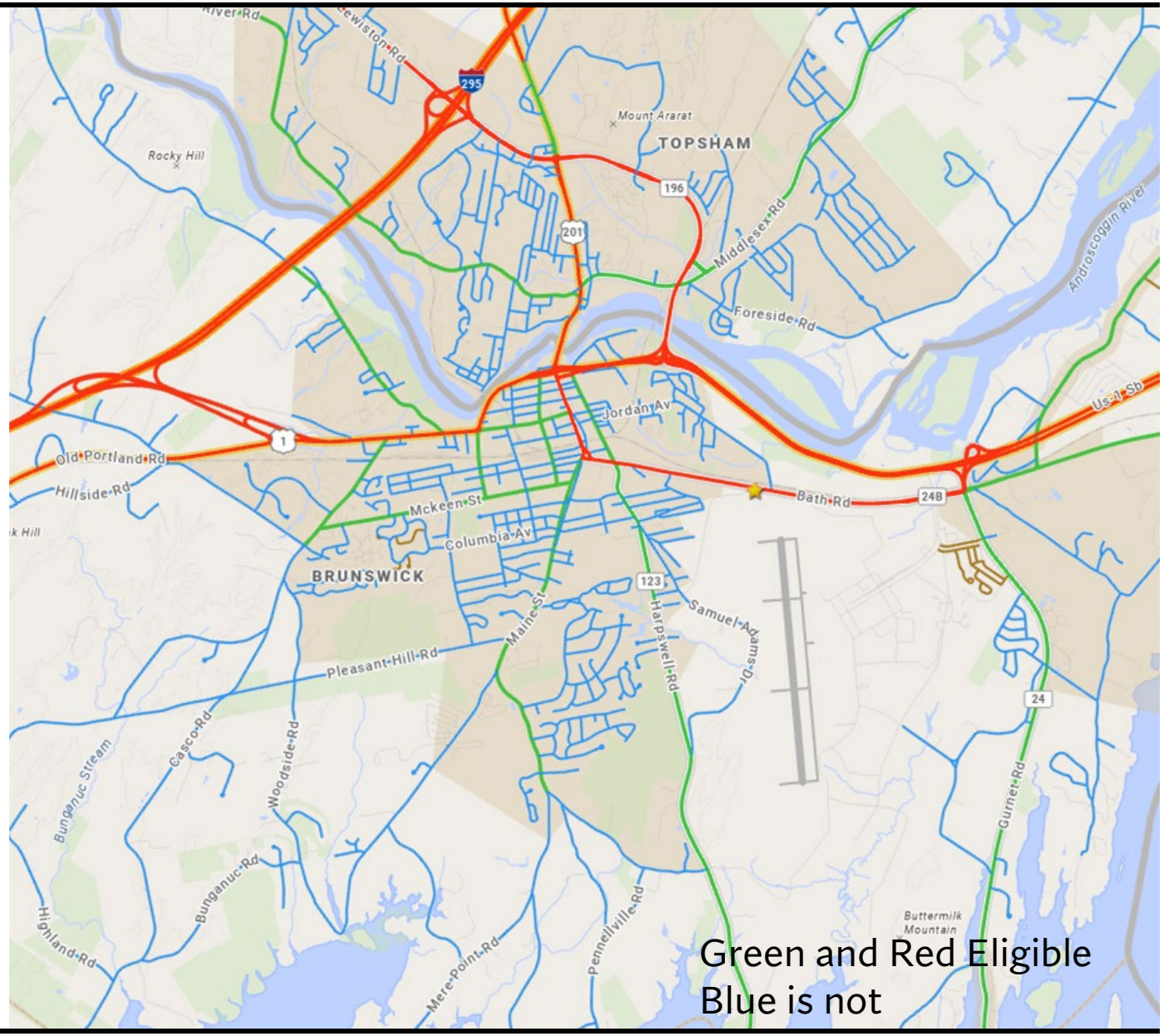
SUBJECT TO CHANGE

Maine DOT MPI Program

- State and State-Aid highways maintenance program requires a 50% match with the Maine DOT capped at $750,000 per project.

- Qualifying Projects: Paving, drainage, bridges, intersection improvements, or retaining walls, on any state or state aid highway regardless of Urban Compact Limits

- Non-Qualifying Projects: Projects consisting solely of sidewalks, benches or other landscaping improvements, street lighting, striping, and other ancillary items. These may be included as components of a larger project addressing the core of the road. Projects on local roads do not qualify.



MPI Reserve Program

Recent Projects

2023 – Church Rd (Pleasant St to Greenwood Rd) – Mill and Fill

2024 – McKeen St (Church Rd to Stanwood St) – Mill and Fill with ADA Upgrades and drainage improvements

Approved Projects

2025 - Maine St (Bath Rd to Richards) – Mill and Fill with ADA Upgrades

2025 – Maine St (Richards Dr to Mere Point Rd) – Mill and Fill with ADA Upgrades

2026 - Old Bath Rd (Maplewood Ave to Bay Bridge Rd) – Reclaim

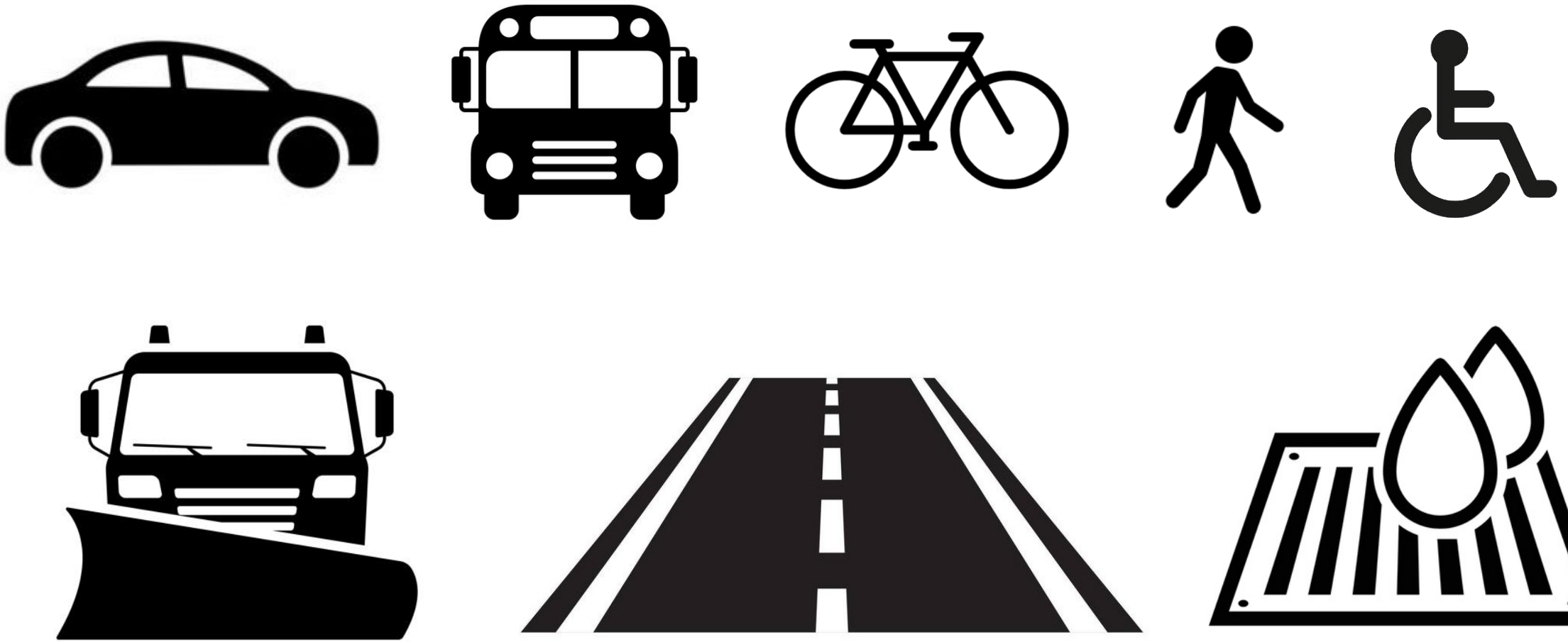
Proposed Projects

Federal St (Bath Rd to Mason St) – Mill and Fill with ADA Upgrades

River Rd (Pleasant St to I-295) – Mill and Fill with ADA Upgrades

Comments
Questions
Concerns

Major Road Reconstruction
Existing CIP Updates



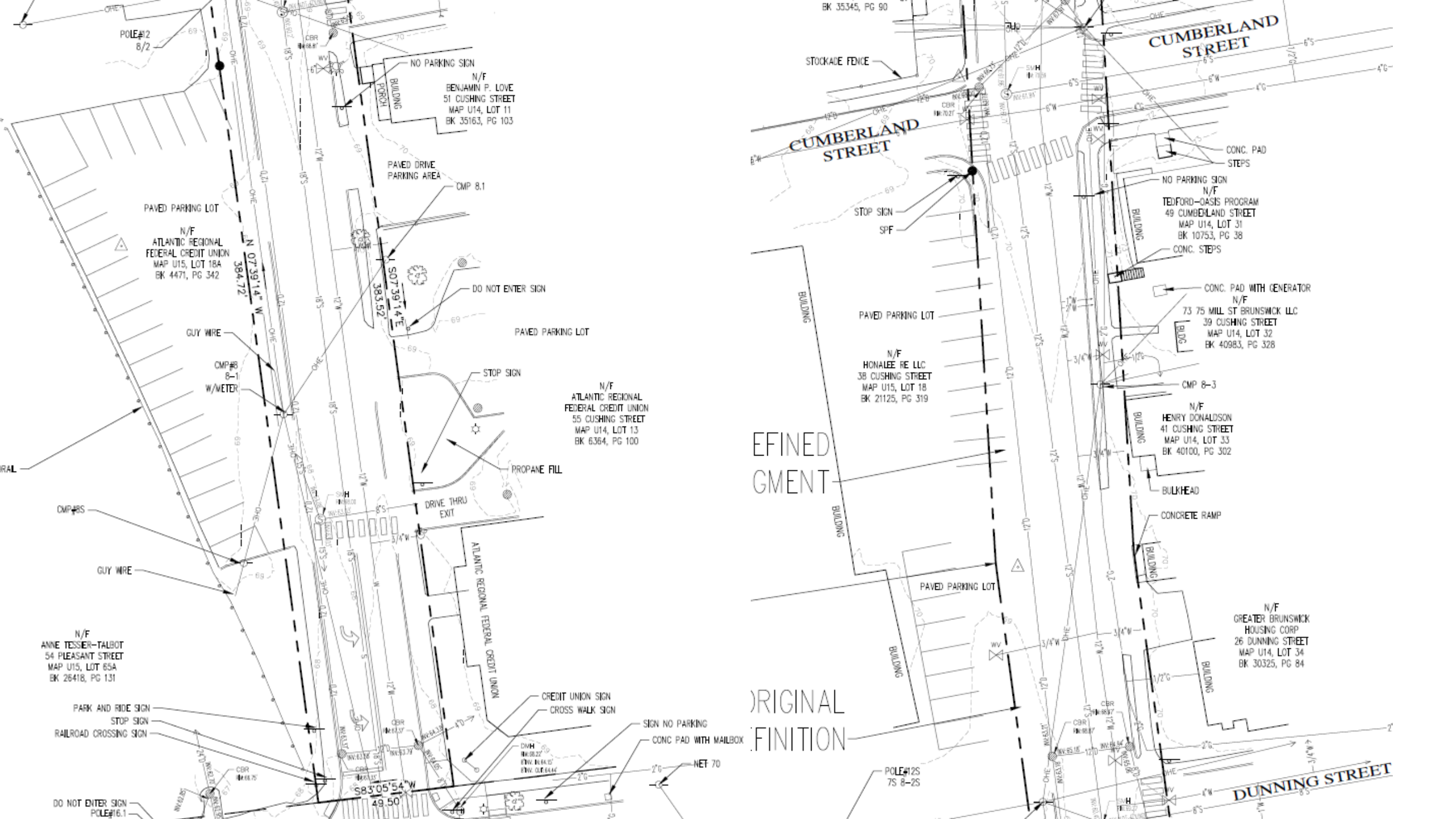
Cushing St

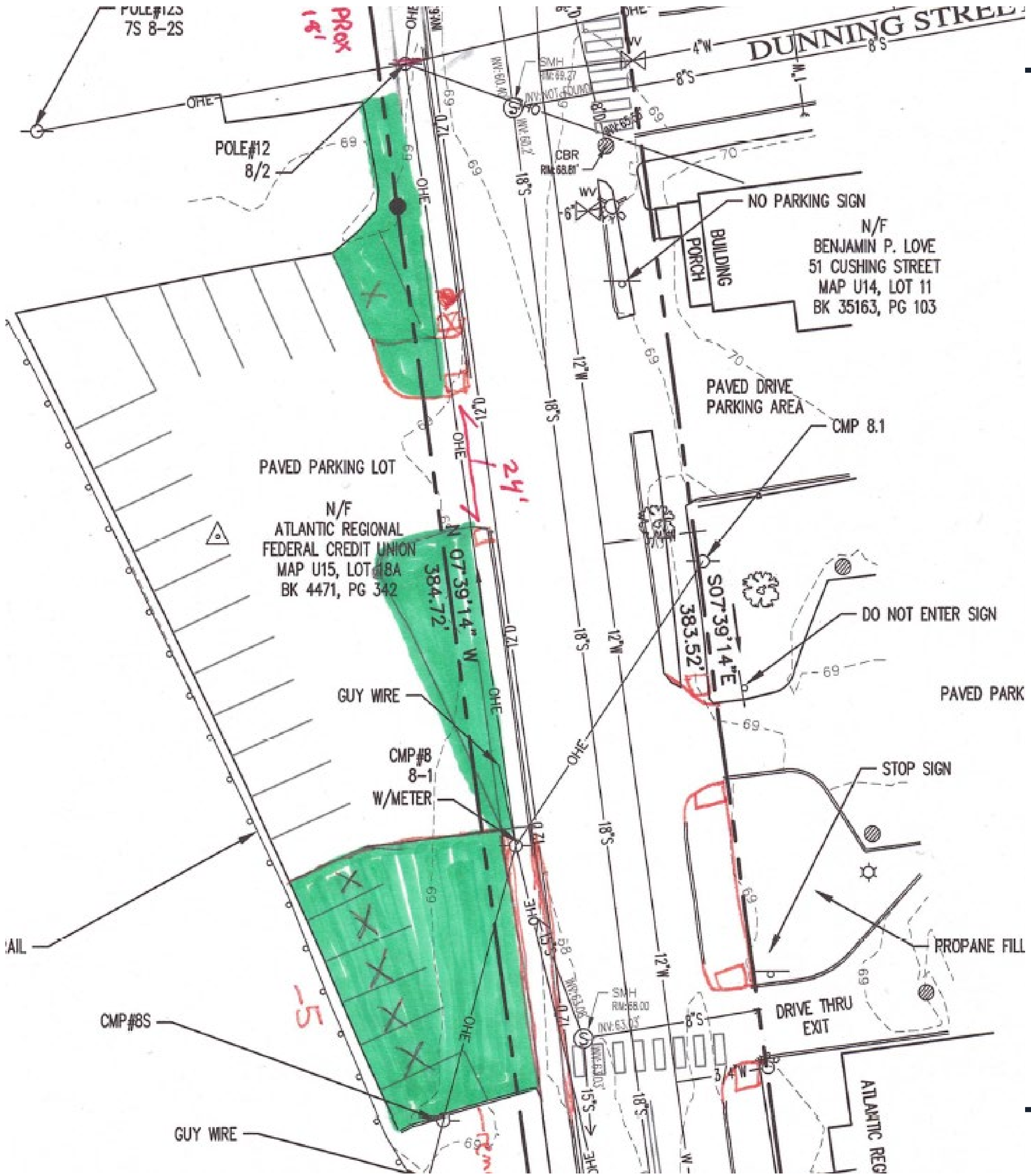
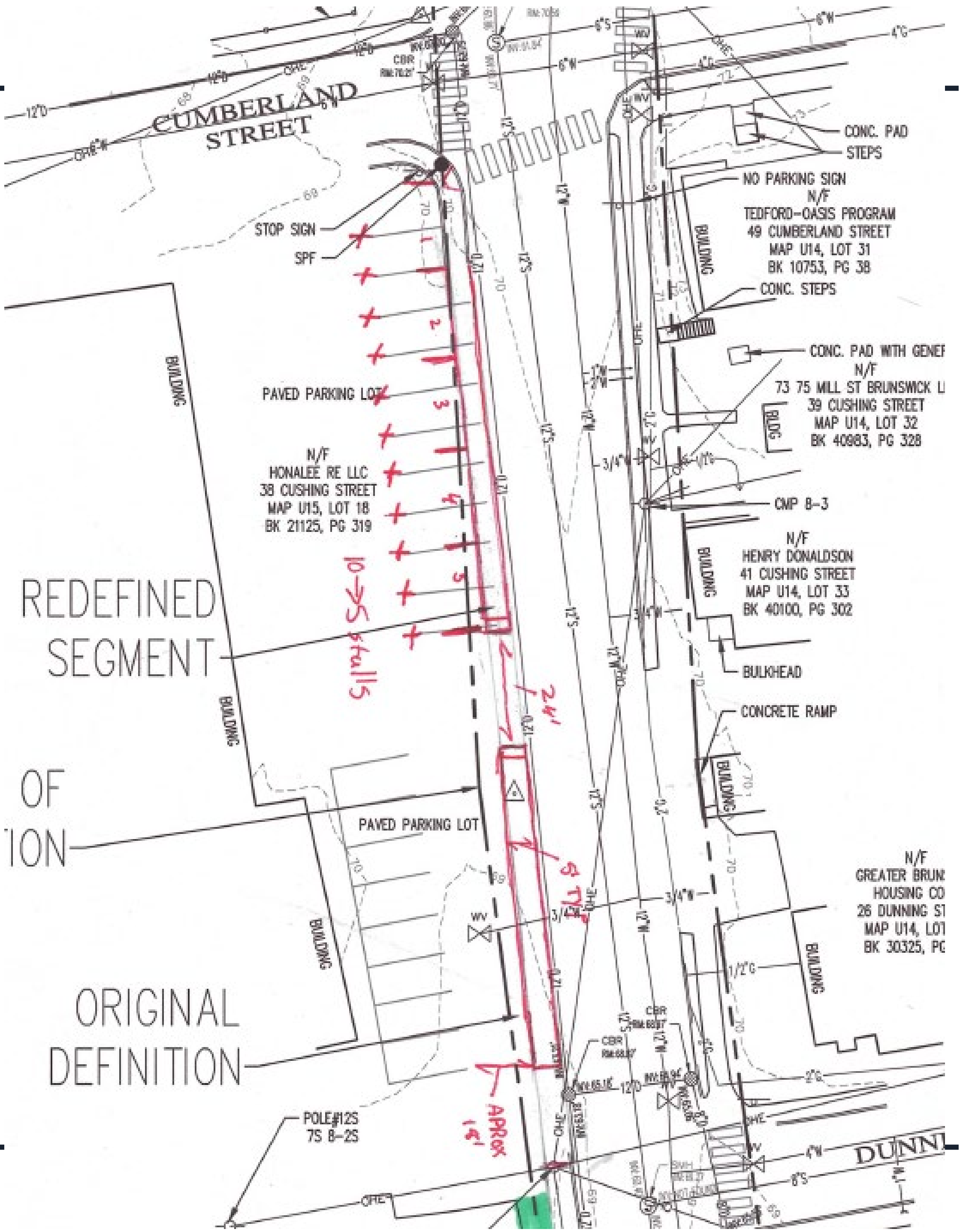
Design/Permitting Appropriated $200,000
Construction Request $2,500,000 in 2027-28


OTTO


D


DON'S
BOTTLE
REDEMPTION
Dunning St


POLE#12
8/2
NO PARKING SIGN
N/F
BENJAMIN P. LOVE
51 CUSHING STREET
MAP U14, LOT 11
BK 35163, PG 103
PAVED DRIVE
PARKING AREA
CMP 8.1
PAVED PARKING LOT
N/F
ATLANTIC REGIONAL
FEDERAL CREDIT UNION
MAP U15, LOT 18A
BK 4471, PG 342
N 07°39'14" W
384.72'
S07°39'14"E
383.52'
DO NOT ENTER SIGN
GUY WIRE
CMP#8
8-1
W/METER
PAVED PARKING LOT
STOP SIGN
N/F
ATLANTIC REGIONAL
FEDERAL CREDIT UNION
55 CUSHING STREET
MAP U14, LOT 13
BK 6364, PG 100
PROPANE FILL
DRIVE THRU
EXIT
CMP#8S
GUY WIRE
ATLANTIC REGIONAL FEDERAL CREDIT UNION
N/F
ANNE TESSIER-TALBOT
54 PLEASANT STREET
MAP U15, LOT 65A
BK 26418, PG 131
CREDIT UNION SIGN
CROSS WALK SIGN
PARK AND RIDE SIGN
STOP SIGN
RAILROAD CROSSING SIGN
SIGN NO PARKING
CONC PAD WITH MAILBOX
NET 70
S83°05'54"W
49.50
DO NOT ENTER SIGN
POLE#16.1
BK 35345, PG 90
STOCKADE FENCE
CUMBERLAND
STREET
CUMBERLAND
STREET
CONC. PAD
STEPS
NO PARKING SIGN
N/F
TEDFORD-OASIS PROGRAM
49 CUMBERLAND STREET
MAP U14, LOT 31
BK 10753, PG 38
CONC. STEPS
STOP SIGN
SPF
CONC. PAD WITH GENERATOR
N/F
73 75 MILL ST BRUNSWICK LLC
39 CUSHING STREET
MAP U14, LOT 32
BK 40983, PG 328
PAVED PARKING LOT
N/F
HONALEE RE LLC
38 CUSHING STREET
MAP U15, LOT 18
BK 21125, PG 319
CMP 8-3
N/F
HENRY DONALDSON
41 CUSHING STREET
MAP U14, LOT 33
BK 40100, PG 302
BULKHEAD
CONCRETE RAMP
EFINED
GMENT
PAVED PARKING LOT
N/F
GREATER BRUNSWICK
HOUSING CORP
26 DUNNING STREET
MAP U14, LOT 34
BK 30325, PG 84
ORIGINAL
FINITION
POLE#12S
7S 8-2S
DUNNING STREET


POLE#12S
7S 8-2S
DUNNING STREET
PROX 18'
SMH
CBR
WV
POLE#12
8/2
NO PARKING SIGN
N/F
BENJAMIN P. LOVE
51 CUSHING STREET
MAP U14, LOT 11
BK 35163, PG 103
BUILDING
PORCH
PAVED DRIVE
PARKING AREA
CMP 8.1
PAVED PARKING LOT
24'
N/F
ATLANTIC REGIONAL
FEDERAL CREDIT UNION
MAP U15, LOT 18A
BK 4471, PG 342
N 07°39'14" W
384.72'
S07°39'14"E
383.52'
DO NOT ENTER SIGN
PAVED PARK
GUY WIRE
CMP#8
8-1
W/METER
STOP SIGN
PROPANE FILL
-5
CMP#8S
DRIVE THRU
EXIT
GUY WIRE
ATLANTIC REG

CUMBERLAND
STREET
CONC. PAD
STEPS
NO PARKING SIGN
N/F
TEDFORD-OASIS PROGRAM
49 CUMBERLAND STREET
MAP U14, LOT 31
BK 10753, PG 38
STOP SIGN
SPF
CONC. STEPS
BUILDING
CONC. PAD WITH GENER
N/F
73 75 MILL ST BRUNSWICK L
39 CUSHING STREET
MAP U14, LOT 32
BK 40983, PG 328
PAVED PARKING LOT
N/F
HONALEE RE LLC
38 CUSHING STREET
MAP U15, LOT 18
BK 21125, PG 319
CMP 8-3
N/F
HENRY DONALDSON
41 CUSHING STREET
MAP U14, LOT 33
BK 40100, PG 302
10→5 stalls
REDEFINED
SEGMENT
BULKHEAD
CONCRETE RAMP
24'
OF
ION
PAVED PARKING LOT
8' TYP
N/F
GREATER BRUNS
HOUSING CO
26 DUNNING ST
MAP U14, LOT
BK 30325, PG
ORIGINAL
DEFINITION
APROX 18'
POLE#12S
7S 8-2S
DUNN


Oak St
High St
Cumberland St
Dunning St
Pleasa
Mill St
Cushing St
High St
12
12
12
15
24
24
24

Longfellow Ave

Design/Permitting Request $150,000 in 2027-28

Construction Request $1,300,000 in 2029-30

MacMillian Dr

Design/Permitting Request $100,000 in 2027-28

Construction Request $750,000 in 2029-30

Columbia Ave

Design/Permitting Request $200,000 in 2027-28

Construction Request $1,500,000 in 2029-30


END
SCHOOL
ZONE

Thomas Point Rd

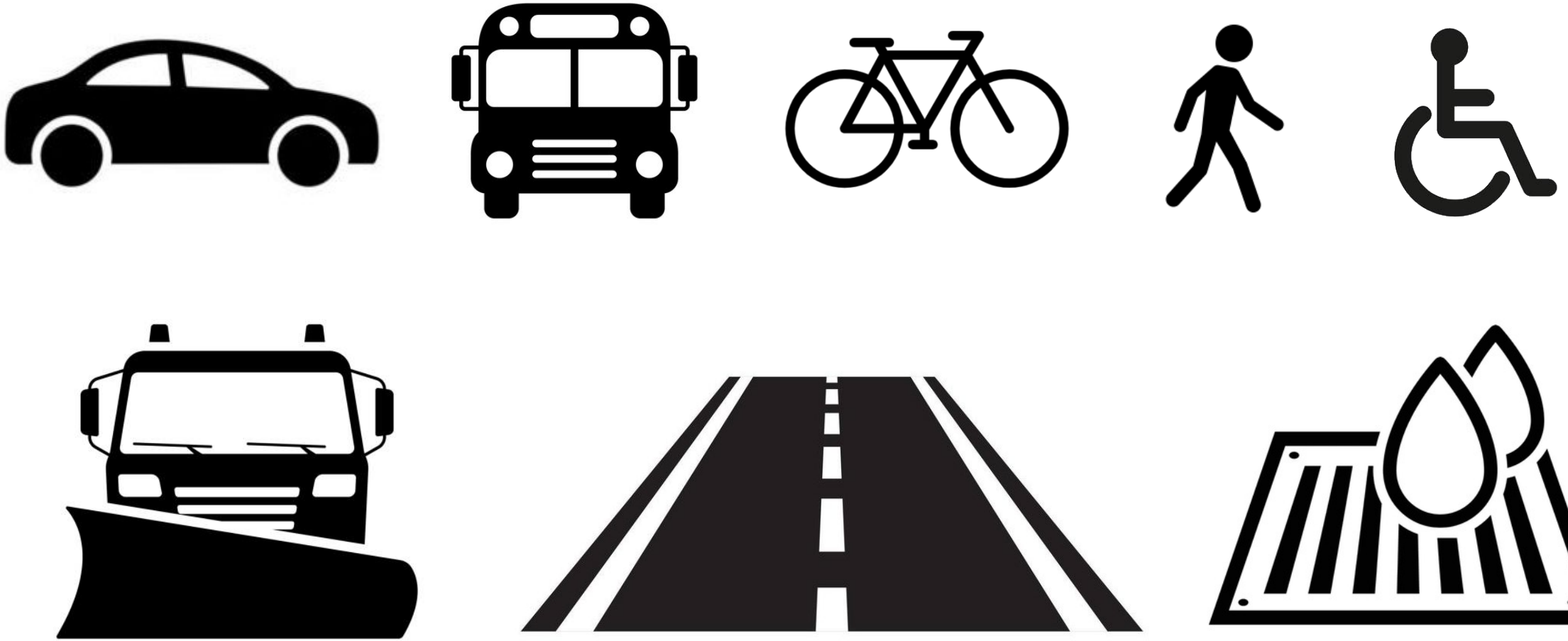
Design/Permitting Request $200,000 in 2027-28

Construction Request $3,000,000 in 2030-31


MPTO
MINUTE
CHANGE
AY LOW PRICES
$29.95
C BLEND OIL CHANGE
STOP
ENTER


PROPANE
FILL DOWN
14

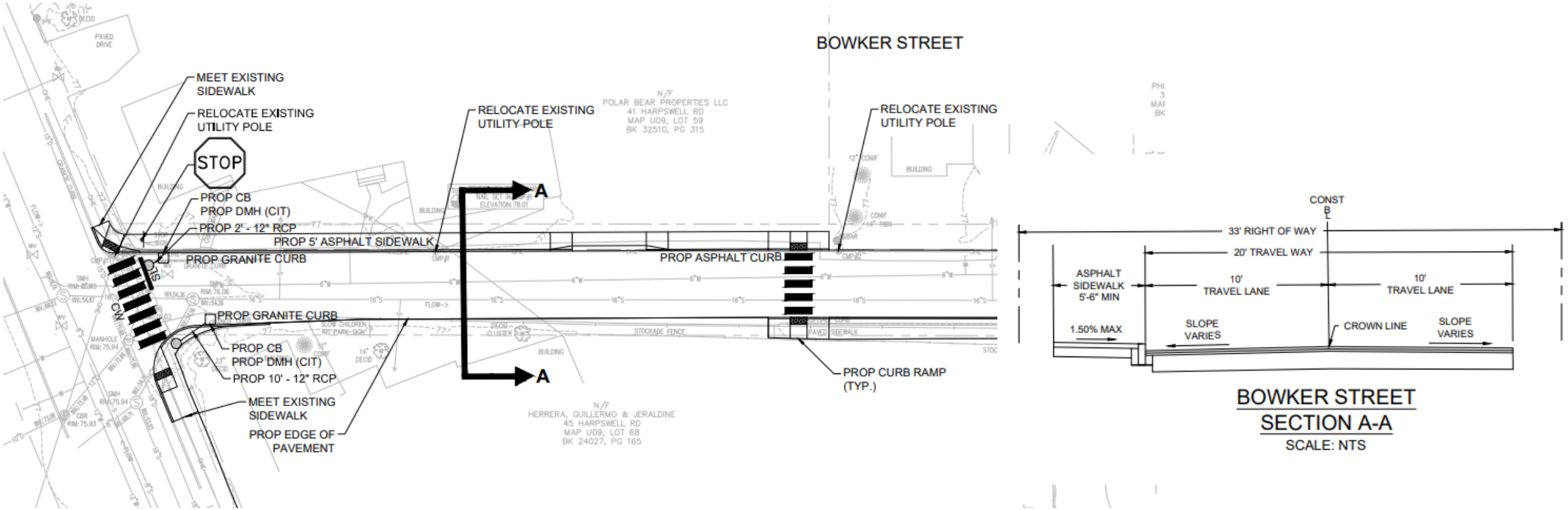
Major Road Reconstruction
New Capital Improvement Projects



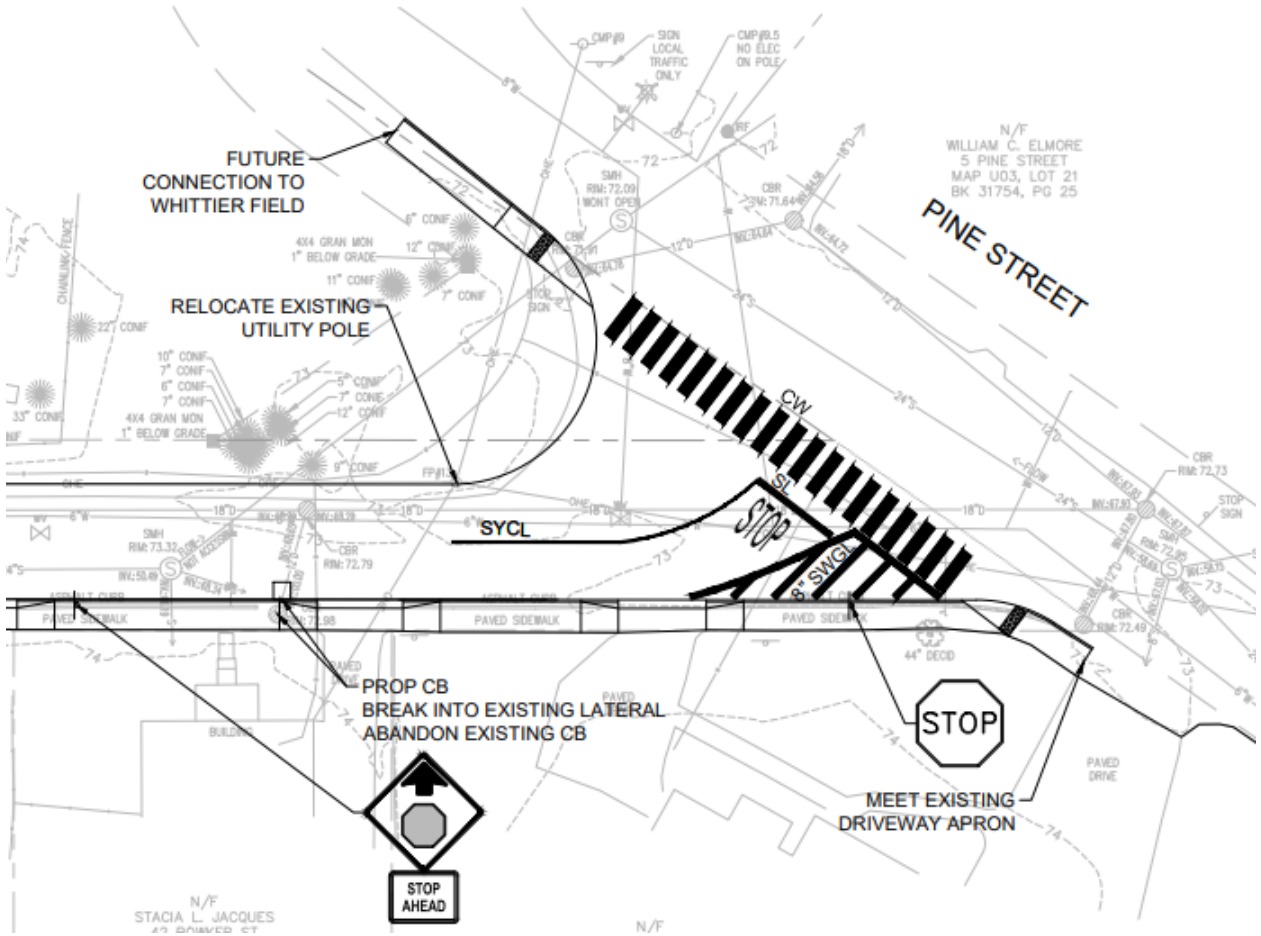
Bowker Street

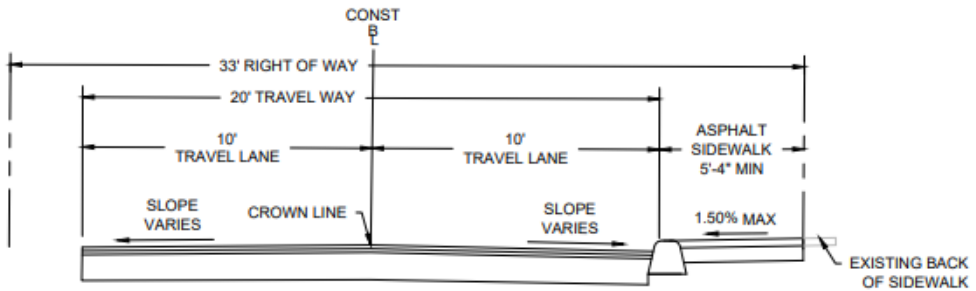
Design Complete and in Utility Coordination Phase

Construction Request $700,000 in 2028-29



BOWKER STREET
SECTION A-A
SCALE: NTS



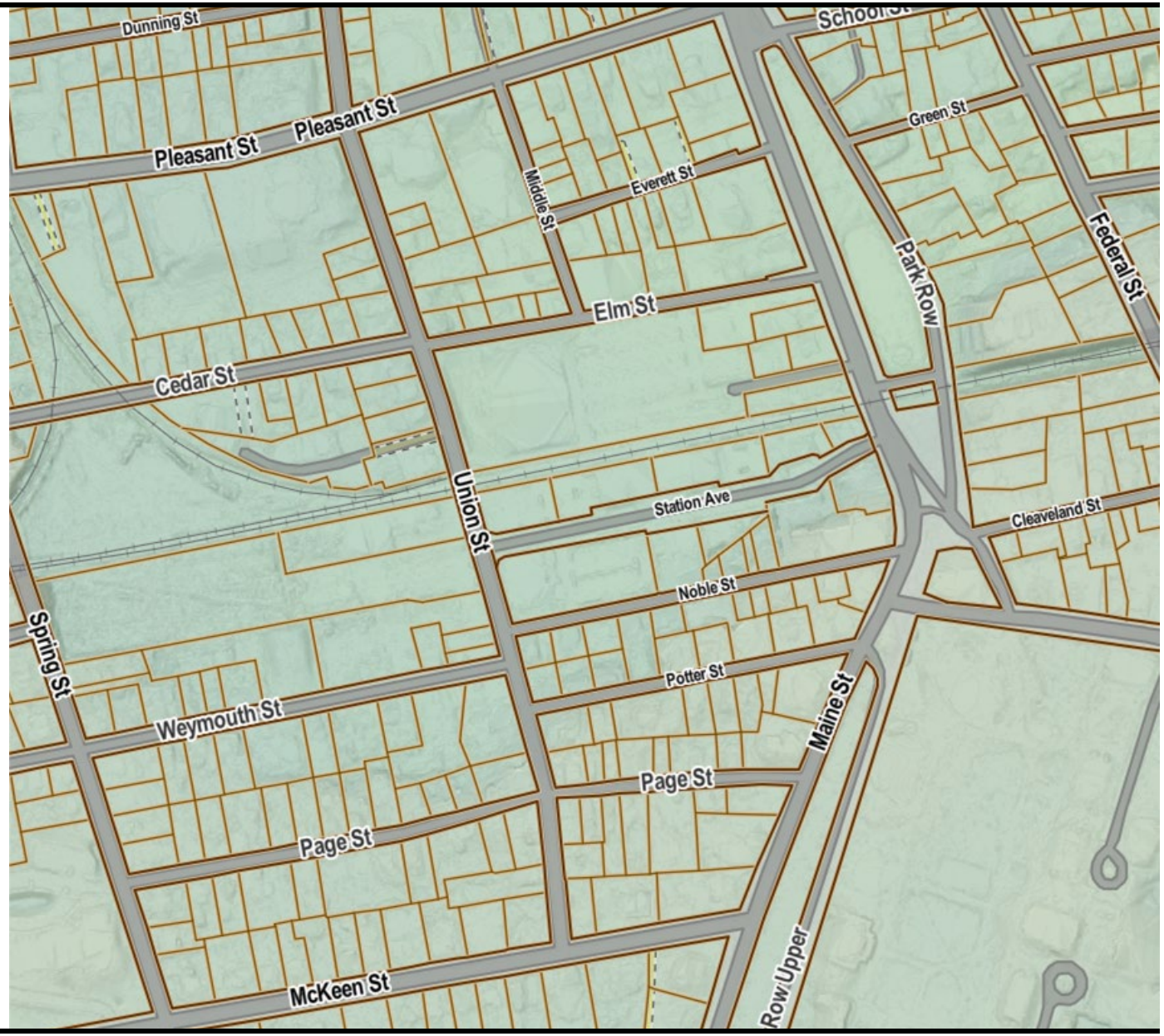


BOWKER STREET
SECTION B-B
SCALE: NTS

Union Street

Under Design

Construction Request $950,000 in 2027-28



Noble Street

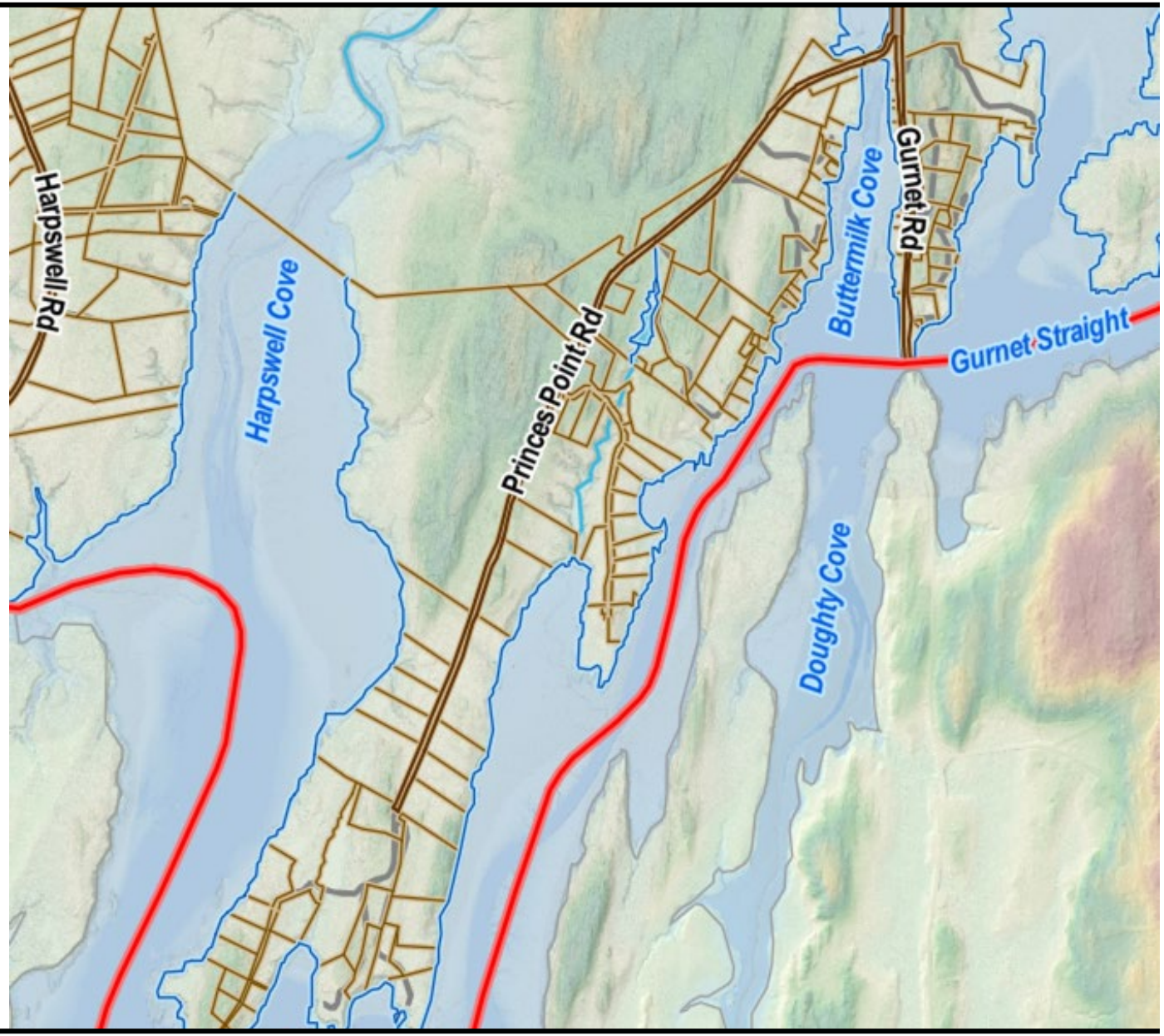
Design/Permitting Request $100,000 in 2026-27

Construction Request $700,000 in 2027-28

Princes Point Rd

Design/Permitting Request
$200,000 in 2027-28

Construction Request $3,000,000
in 2030-31



Greenleaf St, Stimpson St, Androscoggin St

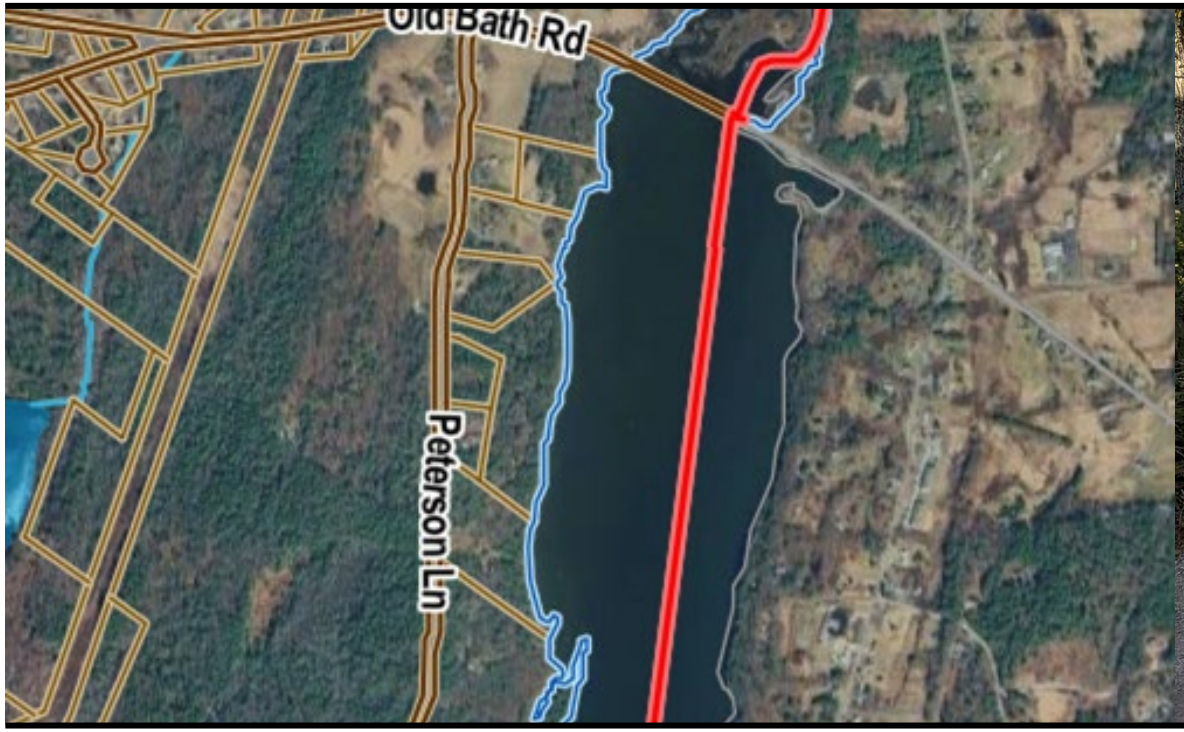
Design in house 2026-27

Construction Request $915,000 in 2028-29

Old Pennellville Rd

Design in house 2027-28

Construction Request $450,000 in 2028-29



Peterson Lane

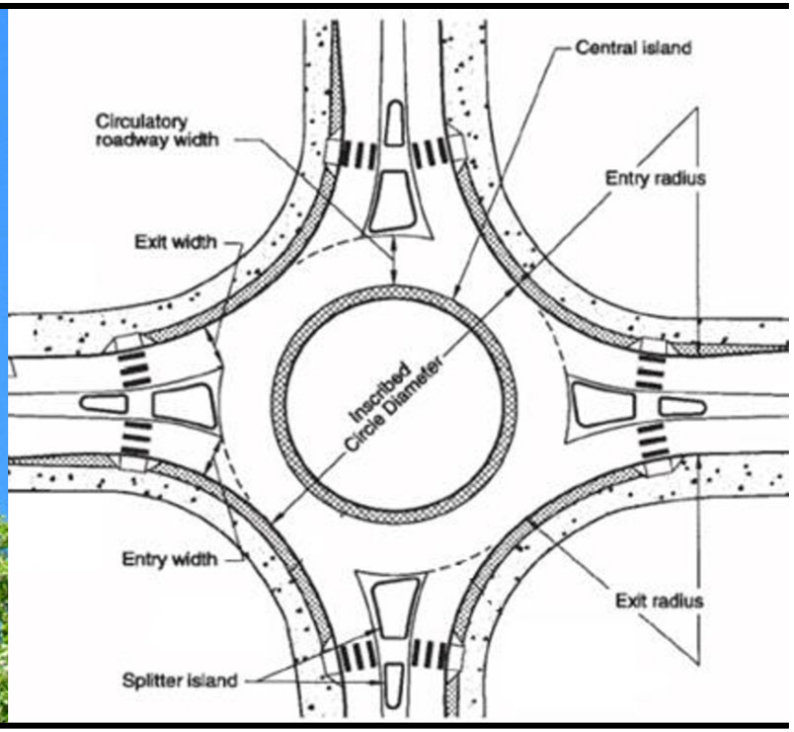
Design/Permitting Request $75,000 in 2029-30

Construction Request $1,350,000 in 2030-31

Middle Bay Rd

Concept and Preliminary Design $225,000 2030-31

Comments
Questions
Concerns



Other New Transportation Projects

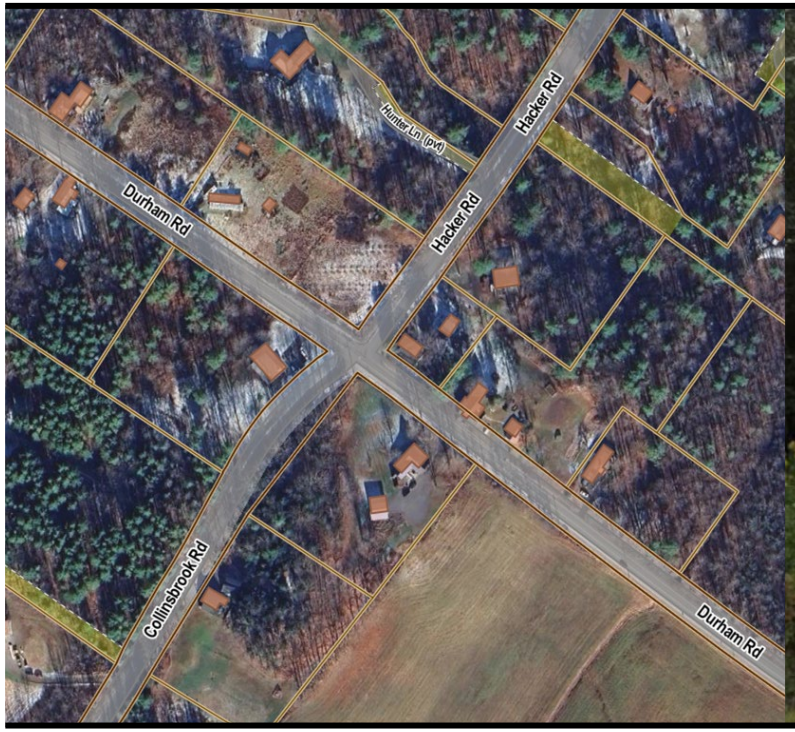
Mere Point Rd and Maquoit Rd Intersection Improvements

Design/Permitting Request $200,000 in 2026-27

Construction Request $1,000,000 in 2030-31

Church Rd and Pleasant Hill Rd Intersection Improvements

Design/Permitting Request $150,000 in 2028-29

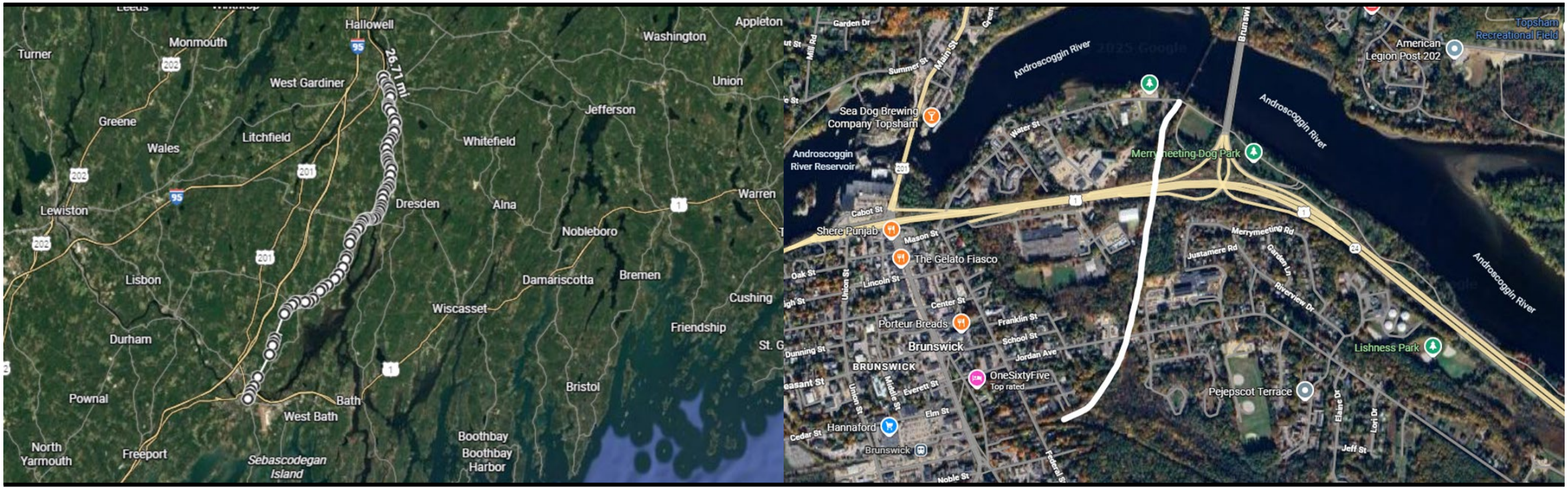


Collinsbrook Rd, Durham Rd, and Hacker Rd Intersection Improvements

Design and Construction Request $350,000 in 2030-31

Town Commons Hybrid Beacon

Design and Construction Request $750,000 in 2030-31



Lower Road Trail

Preliminary Design Request $150,000 in 2027-28

Final Design/Permitting Request $200,000 in 2028-29

Construction Funding Request $1,000,000 in 2030-31


LOW CLEARANCE

Range Road

Design/Construction Request $500,000 in 2030-31

Comments
Questions
Concerns