

Town of Livermore

Location: The Town of Livermore, incorporated in 1795. With a land area of 39.4 square miles, Livermore is the fifth largest jurisdiction in Androscoggin County and shares borders Livermore Falls to the West, Jay to the North, Leeds to the Southeast, Turner to the South, and Canton to the west.

Population: According to the U.S. Census Bureau, the Town of Livermore's population is 2,127, as of 2020. The Town of Livermore has increased a total 1.5% in population between 2010-2020. The Maine State Economist projects that Androscoggin County will continue to gradually increase in population over the coming years. Projections show a 2030 population of 113,477, which is an increase of 2,438 or 2.2%.¹

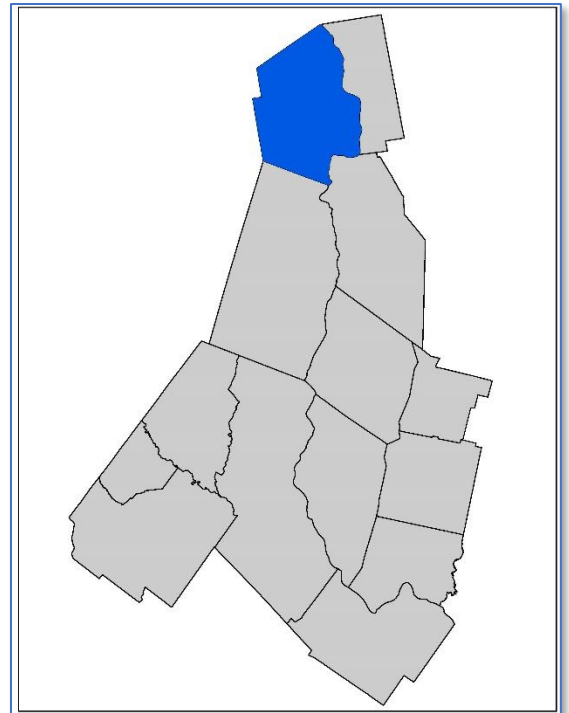


Table A27: Population of Livermore and Androscoggin County 1930 - 2020

Year	Livermore	Androscoggin County
1930	1,113	71,214
1940	1,302	76,679
1950	1,313	83,594
1960	1,363	86,312
1970	1,610	91,279
1980	1,826	99,657
1990	1,950	105,259
2000	2,106	103,793
2010	2,095	107,702
2020	2,127	111,139
1930-40 Change	16.9%	7.7%
1940-50 Change	0.1%	9.0%
1950-60 Change	3.8%	3.3%
1960-70 Change	18.1%	5.8%
1970-80 Change	13.4%	9.2%
1980-90 Change	6.7%	5.6%
1990-00 Change	0.1%	-1.4%
2000-10 Change	-0.1%	3.8%
2010-20 Change	1.5%	3.2%

¹[Maine State Economist Population Outlook](#)

Source: US Census

Demographics: The following table shows key demographic characteristics for Androscoggin County, as well as the State of Maine and the United States as a whole. Androscoggin County’s population is older than the United States as a whole, but is younger than the State of Maine average, as reflected in the “Population under 18” statistic.

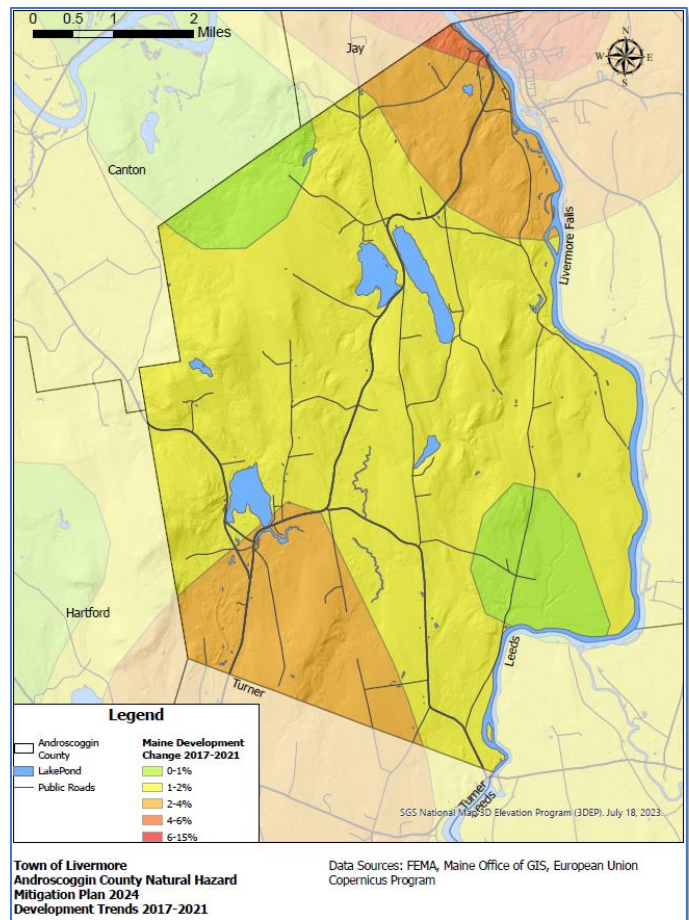
Table A28: Demographic Survey 2020			
Measure	Livermore	Androscoggin County	Maine
Population			
Total Population	2,127	111,147	1,362,359
Population Under 5 Years	139	6,400	63,988
Population Under 18 Years	22.7%	21.0%	18.4%
Population 65 and Over	15.9%	17.0%%	20.3%
Race - White Alone	94.3%	86.9%	90.8%
Race - Black or African American Alone	0.7%	5.9%	1.9%
Race - American Indian & Alaska Native Alone	0.1%	0.4%	0.6%
Race - Asian Alone	0.3%	0.8%	1.2%
Race - Native Hawaiian & Other Pacific Islander Alone	0.0%	0.1%	0.0%
Race - Some Other Race Alone	0.3%	0.7%	0.7%
Race - Two or More Races	3.5%	4.9%	2.7%
Housing			
Median Value of Owner-Occupied Units 2017-2021	\$170,000	\$175,100	\$212,500
Total Households 2017-2021	832	45,770	571,064
Persons per Household 2017-2021	2.46	2.34	2.31
Education			
High school graduate or higher, persons 25 and over 2017-	98.0%	91.8%	93.7%
Bachelor's degree or higher, persons 25 and over 2017-2021	20.6%	22.9%	33.6%
Economy			
In civilian labor force, population 16+, 2017-2021	63.8%	64.6%	62.7%
Mean travel time to work, minutes, workers 16+, 2017-2021	33.0	24.3	24.3
Income and Poverty			
Median household income, in 2021, dollars, 2017-2021	\$70,855	\$59,287	\$63,182
Per capita income in past 12, months, in 2021 dollars, 2017-	\$33,766	\$31,688	\$36,171
Persons in poverty, percent	7.7%	14.0%	11.5%
Geography			
Population Density (persons/sq. mi. 2020)	56	237.5	44.2

Source: [US Census 2020](#)

Changes in Development: There has been no significant change in vulnerability in Town of Livermore over the past five years. Land use within Town of Livermore is rural, including farm and forest land. A detailed breakdown of changes in development is included in Element E – Plan Update, including the Sentinel 2 Satellite Data map, shown here. Satellite data used to assess changes in development pursued in this plan was the use of remote sensing data to estimate trends in land use changes and identify where these changes may intersect with hazard prone areas. Sentinel satellite imagery used to categorize land cover/land use type provide for change detection in global development at a 30-meter resolution over multiple years. This analysis can be replicated for any location on earth from 2017-2021.

Figure A8: Town of Livermore Changes in Development 2017-2021 using Sentinel 2 satellite data.

Employers: Livermore has no major employers, but serves as a bedroom community for larger jurisdictions such as Lewiston and Auburn.



Transportation: Large volumes of traffic pass through Androscoggin County either to locations within or beyond the county's borders. Interstate 95 is the primary route of travel for motor vehicle traffic in Maine. Highway exits are located in Auburn, Lewiston and Sabattus, allowing for significant amounts of traffic to be brought into Androscoggin County. Androscoggin County has a bus-based mass transit system served by Western Maine Transportation, Greyhound Bus Lines and Concord Bus Lines. All 8 school districts in Androscoggin County have buses used to transport students.

- **Highways.** Androscoggin County is served by the Maine Turnpike (part of Interstate 95), with exits in Auburn, Lewiston and Sabattus. US Route 202 serves to connect the western and eastern portions of the county. Major state routes in the area include Routes 26 and 121 serving the western part of the county, Route 196 providing connections south to the Brunswick/Topsham area, Routes 126 serving the eastern towns and Route 4 serving the north. Route 4 also provides access from Franklin County to the Maine Turnpike.
- **Rail.** Androscoggin County does not currently have regular passenger rail service but does have a freight rail network with 57 grade crossings across the county. The St. Lawrence & Atlantic connects to Canada via New Hampshire, and CSX Transportation (formerly Pan Am Railways) provides connections to the southern and eastern portions of Maine.
- **Airports.** The Auburn-Lewiston Municipal Airport supports local and regional general aviation, flight training, cargo, and a large volume of corporate activity. The airport has two runways: one 5,001 feet in length and one 2,750 feet in length. The airport is owned and operated jointly by the cities of Auburn and Lewiston. The only other paved runway in Androscoggin County was the former Twitchell Airport in Turner, which closed in 2023. There are also several privately owned grass field airports that receive limited traffic in the towns of Durham, Leeds, Livermore Falls and Wales.

- **Hazardous Material Routes.** Hazardous materials are shipped throughout Androscoggin County. Routes are monitored by the State, County, and towns and will not be discussed further in this plan.

Jurisdictional Planning Team: The Town of Livermore followed the process as described in Element A. This data set was developed over the course of several months with input from many jurisdiction representatives. All departments were asked to contribute to the annex development through reviewing and contributing to the capability assessment, reporting on the status of previously identified actions, and participating in action identification and prioritization. The following table summarizes who participated and in what capacity. Additional documentation on the municipality's planning process through Project Planning workshop is included in Element A - Planning Process and Appendix D (Meeting Documentation).

Table A29: Jurisdiction Planning Team - Livermore					
Primary Point of Contact					
Name: Andrew Berry Title: Assistant Fire Chief/EMA Director Address: 10 Crash Road, Livermore, ME, 04252 Phone Number: 207-897-3207 Email: livermoremaine@gmail.com					
NFIP Floodplain Administrator					
Name: Terry Pinkham Title: Code Enforcement Officer Address: 10 Crash Road, Livermore, ME, 04252 Phone Number: 207-897-3207 Email: Livermorecodeofficer@gmail.com					
Name	Title and Department	Kickoff	Seminar	Workshop	Survey
Andrew Berry	Assistant Fire Chief/EMA Director	X	X	X	X
Mark Chretien	Selectboard Chair	X	X	X	
Scott Richmond	Selectman	X		X	
Carrie Judd	Administrative Assistant		X		

Project Worksheet - Codes & Regulations - Livermore

Building Codes

Adopted, if yes when?			Have aspects of the HMP been incorporated into the jurisdiction's codes/ordinances/requirements?	
YES	NO	DATE	If yes, describe how in comments.	
X		11/8/2022	If no, add Mitigation project # if applicable.	
Comments				
<ul style="list-style-type: none"> • Maine Uniform Building and Energy Code (MUBEC) was established in 2010 for all municipalities with more than 4,000 residents • Building Codes are specified in the town Building Ordinance 				

Town Zoning Ordinances

Adopted, if yes when?			Have aspects of the HMP been incorporated into the jurisdiction's codes/ordinances/requirements?	
YES	NO	DATE	If yes, describe how in comments.	
X		11/8/2022	If no, add Mitigation project # if applicable.	
Comments				
<ul style="list-style-type: none"> • Maine municipalities can adopt ordinances under MSRA 30-A Chapter 141 • Land Use codes are included in the town Shoreland Zoning Ordinance 				

Local Subdivision Regulations

Adopted, if yes when?			Have aspects of the HMP been incorporated into the jurisdiction's codes/ordinances/requirements?	
YES	NO	DATE	If yes, describe how in comments.	
X		4/1/2012	If no, add Mitigation project # if applicable.	
Comments				
<ul style="list-style-type: none"> • Maine Subdivision law is described in MSRA 30-A Chapter 187 Subchapter 4 • Subdivision regulations are included in the town Site Plan Review Ordinance 				

Storm water Management

Adopted, if yes when?			Have aspects of the HMP been incorporated into the jurisdiction's codes/ordinances/requirements?	
YES	NO	DATE	If yes, describe how in comments.	
X		11/8/2022	If no, add Mitigation project # if applicable.	
Comments				
<ul style="list-style-type: none"> • Stormwater Management is required under MSRA 30-A Chapter 161 for sewers and MSRA 38 Section 420-D for certain construction projects. • Stormwater Management is required in the town Shoreland Zoning Ordinance 				

Project Worksheet - Codes & Regulations - Livermore

Comprehensive Plan/Master Plan

Adopted, if yes when?			Have aspects if the HMP been incorporated into the jurisdiction's codes/ordinances/requirements?	
YES	NO	DATE	If yes, describe how in comments.	
X		4/1/2008	If no, add Mitigation project # if applicable.	

Comments

- Comprehensive plans are developed by the municipality and reviewed by the state [Department of Agriculture, Conservation and Forestry](#)

Shoreland Management Plan

Adopted, if yes when?			Have aspects if the HMP been incorporated into the jurisdiction's codes/ordinances/requirements?	
YES	NO	DATE	If yes, describe how in comments.	
X		11/8/2022	If no, add Mitigation project # if applicable.	

Comments

- Shoreland Zoning Plans are required in all municipalities under [MSRA 3 Article 2-B](#)
- Shoreland management regulations are included in the town [Shoreland Zoning Ordinance](#)

Floodplain Management Plan

Adopted, if yes when?			Have aspects if the HMP been incorporated into the jurisdiction's codes/ordinances/requirements?	
YES	NO	DATE	If yes, describe how in comments.	
X		11/8/2018	If no, add Mitigation project # if applicable.	

Comments

- Livermore's Floodplain Management Plan is part of the town [Floodplain Management Ordinance](#)
- Livermore joined the National Flood Insurance Program (NFIP) on May 3, 1990.
- This program is administered by the town Code Enforcement Officer

Business/Economic Development Plan

Adopted, if yes when?			Have aspects if the HMP been incorporated into the jurisdiction's codes/ordinances/requirements?	
YES	NO	DATE	If yes, describe how in comments.	
	X	N/A	If no, add Mitigation project # if applicable.	

Comments

- Livermore does not have a specific Economic Development plan, however economic development is discussed in the town Comprehensive Plan.

Project Worksheet - Codes & Regulations - Livermore

Comprehensive Emergency Management Plan/Emergency Operations Plan

Adopted, if yes when?			Have aspects if the HMP been incorporated into the jurisdiction's codes/ordinances/requirements?
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YES	NO	DATE	If yes, describe how in comments.
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X		10/1/2010	If no, add Mitigation project # if applicable.
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Comments

- Municipalities are required to have an Emergency Operations Plan under [MSRA 37-B Section 783](#)

Continuity of Operations Plan

Adopted, if yes when?			Have aspects if the HMP been incorporated into the jurisdiction's codes/ordinances/requirements?
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YES	NO	DATE	If yes, describe how in comments.
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	X		If no, add Mitigation project # if applicable.
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Comments

- Municipal Continuity of Operations plans are encouraged, but not required under state law

Debris Management Plan

Adopted, if yes when?			Have aspects if the HMP been incorporated into the jurisdiction's codes/ordinances/requirements?
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YES	NO	DATE	If yes, describe how in comments.
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X		2/14/2014	If no, add Mitigation project # if applicable.
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Comments

- Municipal Debris Management Plans must be approved by the state Department of Environmental Protection
- Livermore uses its town transfer station located at 1787 Federal Road (DEP License # S020914-WH-A-E) as its debris management site

Public Health Plan

Adopted, if yes when?			Have aspects if the HMP been incorporated into the jurisdiction's codes/ordinances/requirements?
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YES	NO	DATE	If yes, describe how in comments.
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	X	N/A	If no, add Mitigation project # if applicable.
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Comments

- Livermore has a local Public Health officer as required under [MSRA 22 Chapter 153](#).

Project Worksheet - Project Development				
Project Name:	Goding Road Rehabilitation			
Project Number:	2024-Livermore-001			
Risk / Vulnerability				
Hazard(s) of Concern:	Severe Winter Weather			
Description of the Problem:	Road is too low, and culverts are undersized for heavy rain events resulting in flooded and eroded roads.			
Action or Project Intended for Implementation				
Description of the Solution:	Install larger culverts and raise road.			
Is this project related to a Critical Facility?	Yes	X	No	
Level of Protection:	100 Year Flood	Estimated Benefits (losses avoided):	Reduce road & property damage	
Useful Life:	50+ Years	Goal(s) Met:	1	
Estimated Cost:	\$30,000	Mitigation Action Type:	Infrastructure Project	
Plan for Implementation				
Prioritization:	High	Desired Timeframe for Implementation:	3 Years	
Est. Time Required for Project Implementation:	1 Year	Potential Funding Sources:	HMGP	
Responsible Organization:	Livermore Highway Department	Local Planning Mechanisms to be Used in Implementation:	Hazard Mitigation	
Three Alternatives Considered (including No Action)				
Alternatives:	Action	Estimated Cost	Evaluation	
	Do Nothing	\$0	Problem persists	
	Remove road	Minimal	Not feasible	

Project Worksheet - Maintenance

Status Report (for plan maintenance) Year 1

Date of Status Report:	
Project Status:	
Update Evaluation of the Problem:	
Update Evaluation of the Solution:	

Status Report (for plan maintenance) Year 2

Date of Status Report:	
Project Status:	
Update Evaluation of the Problem:	
Update Evaluation of the Solution:	

Status Report (for plan maintenance) Year 3

Date of Status Report:	
Project Status:	
Update Evaluation of the Problem:	
Update Evaluation of the Solution:	

Status Report (for plan maintenance) Year 4

Date of Status Report:	
Project Status:	
Update Evaluation of the Problem:	
Update Evaluation of the Solution:	

Status Report (for plan maintenance) Year 5

Date of Status Report:	
Project Status:	
Update Evaluation of the Problem:	
Update Evaluation of the Solution:	

Project Prioritization Worksheet - Prioritization			
Project Name:	Goding Road Rehabilitation		
Project Number:	2024-Livermore-001		
Criteria	Numeric Rank (-1, 0, 1)	Provide brief rationale for numeric rank when appropriate	
Life Safety	0		
Property Protection	1	Project will limit damage to roadway and personal property	
Cost-Effectiveness	1		
Technical	1	50 + year solution	
Political	1	We have public support	
Legal	1		
Fiscal	1	Grant funding would be needed	
Environmental	1	Project complies with environmental regulations.	
Social	1	The project does not negatively affect others	
Administrative	1		
Multi-Hazard	0		
Timeline	1	Project can be completed in less than 3 years	
Agency Champion	1	There is strong support for the project	
Community Objectives	0		
Total	11	Priority (High/Med/Low)	High

Project Worksheet - Project Development				
Project Name:	Norton Road Culvert and Road Elevation			
Project Number:	2024-Livermore-002			
Risk / Vulnerability				
Hazard(s) of Concern:	Severe Summer Weather, Flooding			
Description of the Problem:	The culvert is too small, and the road needs to be raised. The road crosses a fish way requiring a three-sided culvert			
Action or Project Intended for Implementation				
Description of the Solution:	Raise the roadbed, install a new three-sided culvert.			
Is this project related to a Critical Facility?	Yes		No	X
Level of Protection:	100 Year Flood	Estimated Benefits (losses avoided):	Road erosion & property damage	
Useful Life:	50+ Years	Goal(s) Met:	1	
Estimated Cost:	\$300,000	Mitigation Action Type:	Infrastructure Project	
Plan for Implementation				
Prioritization:	High	Desired Timeframe for Implementation:	3 Years	
Est. Time Required for Project Implementation:	18 Months	Potential Funding Sources:	HMGP	
Responsible Organization:	Livermore Highway Department	Local Planning Mechanisms to be Used in Implementation:	Hazard Mitigation and Emergency Response	
Three Alternatives Considered (including No Action)				
Alternatives:	Action	Estimated Cost	Evaluation	
	Do Nothing	\$0	Problem persists	
	Remove road	Minimal	Not feasible	
	Install Bridge	High	Not economical	

Project Worksheet - Maintenance

Status Report (for plan maintenance) Year 1

Date of Status Report:	
Project Status:	
Update Evaluation of the Problem:	
Update Evaluation of the Solution:	

Status Report (for plan maintenance) Year 2

Date of Status Report:	
Project Status:	
Update Evaluation of the Problem:	
Update Evaluation of the Solution:	

Status Report (for plan maintenance) Year 3

Date of Status Report:	
Project Status:	
Update Evaluation of the Problem:	
Update Evaluation of the Solution:	

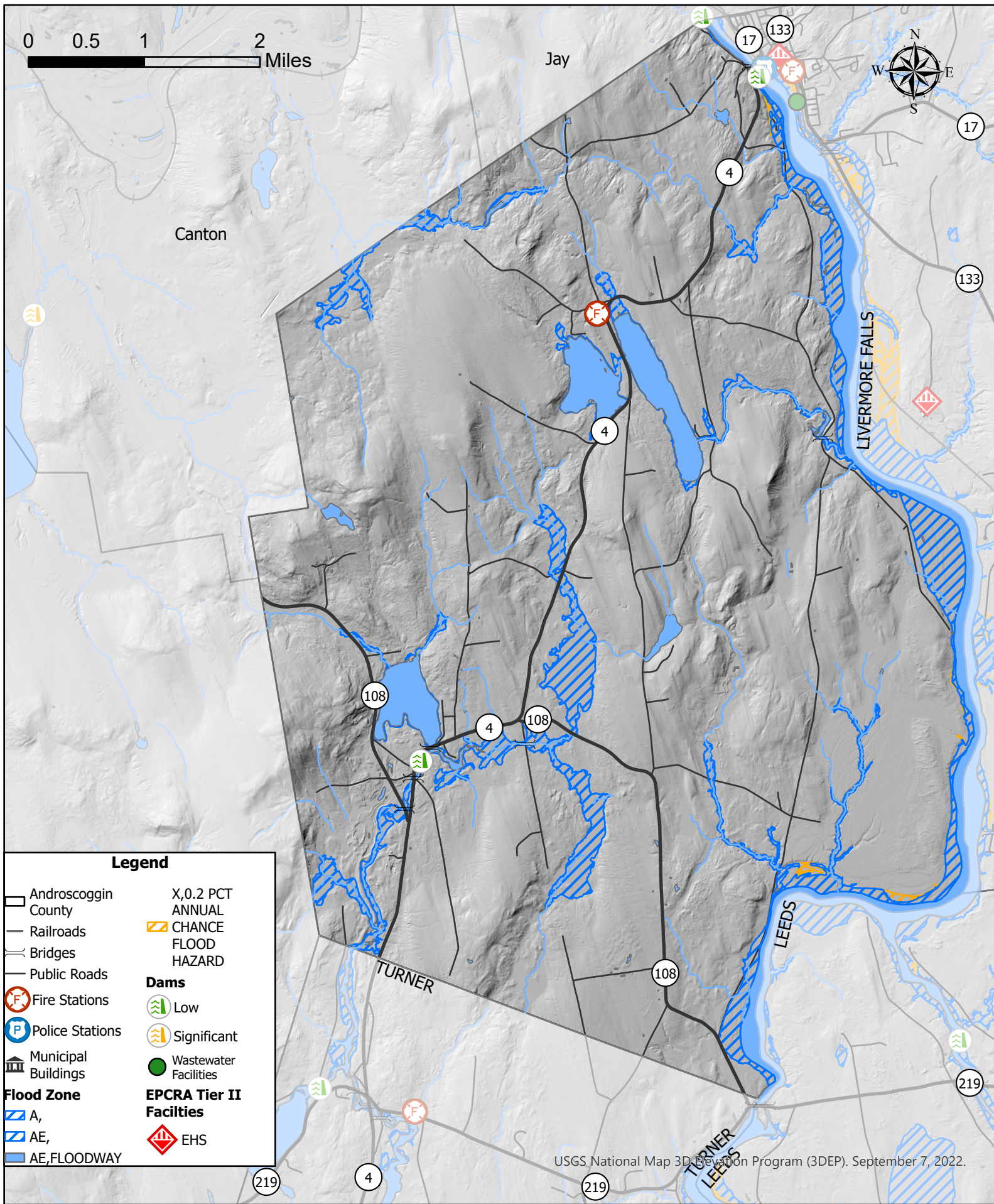
Status Report (for plan maintenance) Year 4

Date of Status Report:	
Project Status:	
Update Evaluation of the Problem:	
Update Evaluation of the Solution:	

Status Report (for plan maintenance) Year 5

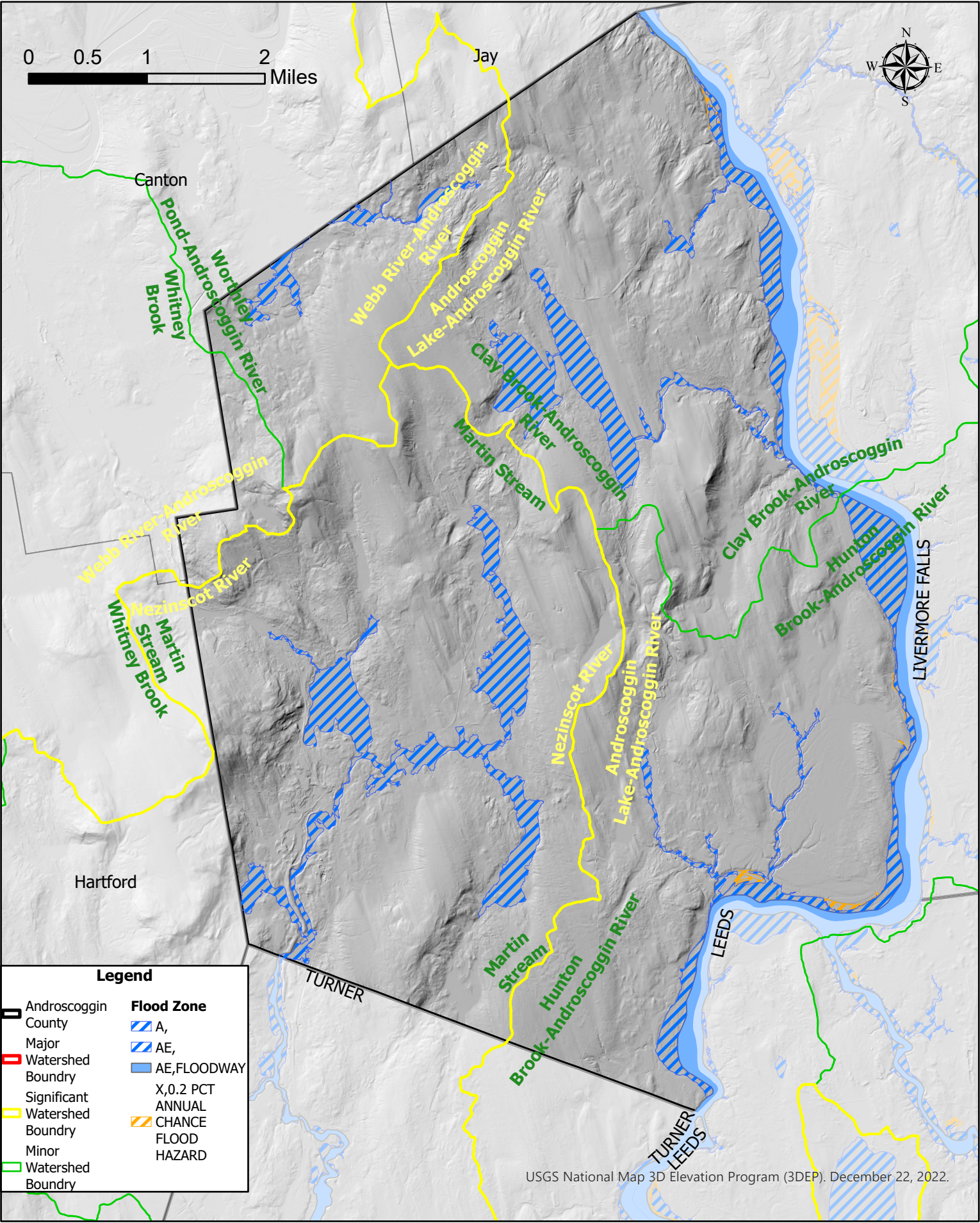
Date of Status Report:	
Project Status:	
Update Evaluation of the Problem:	
Update Evaluation of the Solution:	

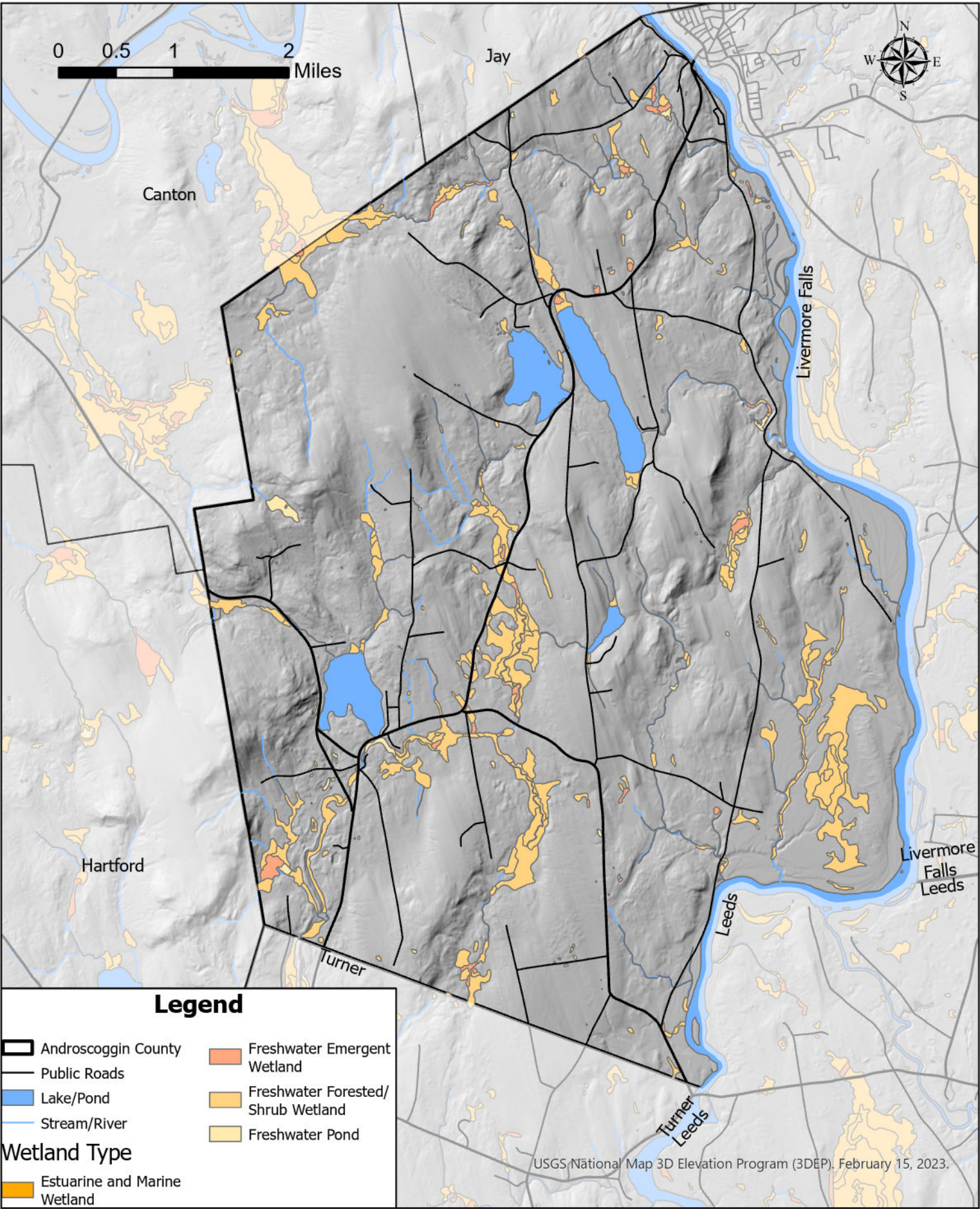
Project Prioritization Worksheet - Prioritization			
Project Name:	Norton Road Culvert and Road Elevation		
Project Number:	2024-Livermore-002		
Criteria	Numeric Rank (-1, 0, 1)	Provide brief rationale for numeric rank when appropriate	
Life Safety	1	Lead time for emergency responders will be improved	
Property Protection	1	It will prevent road erosion and personal property nearby	
Cost-Effectiveness	0	Raising the road and a three-sided culvert will be expensive	
Technical	1	This would last for 50 years plus	
Political	1	The public will support this project	
Legal	0	Project will need engineering and DEP approval	
Fiscal	0	The project will need grant funding to accomplish	
Environmental	1	The project will improve a fishway	
Social	1	It will not negatively affect other community members	
Administrative	0	Outside Engineering will be needed to plan	
Multi-Hazard	1	The project improves a flood zone and improves fishway	
Timeline	1	The project can be completed in 5 years	
Agency Champion	1	There is support for this project	
Community Objectives	0		
Total	9	Priority (High/Med/Low)	High



**Town of Livermore
Androscoggin County
Hazard Mitigation Plan 2024**

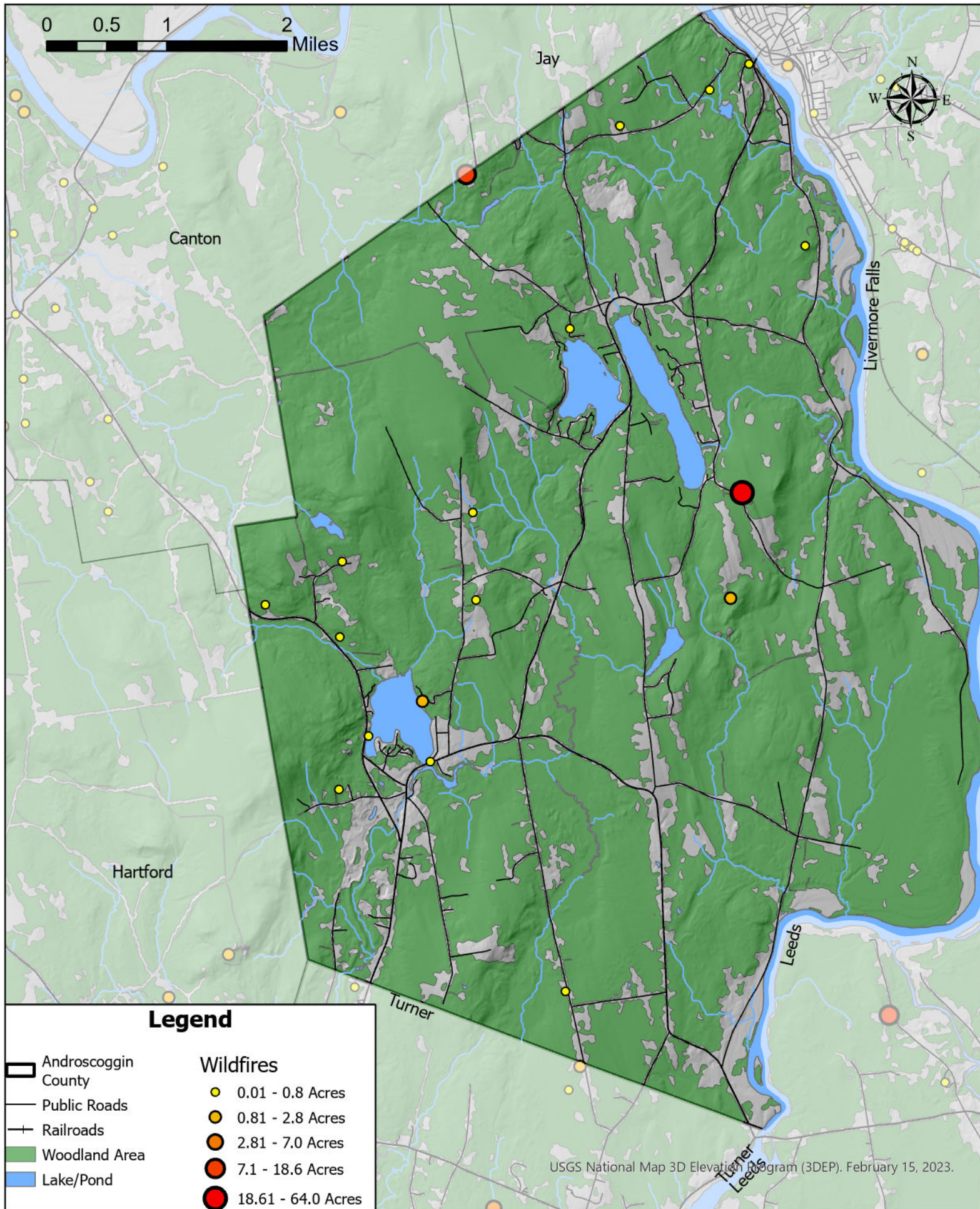
Data Sources: U.S. Geological Survey, FEMA, Homeland Infrastructure Foundation Level Database, Maine Office of GIS, Androscoggin County Emergency Management Agency

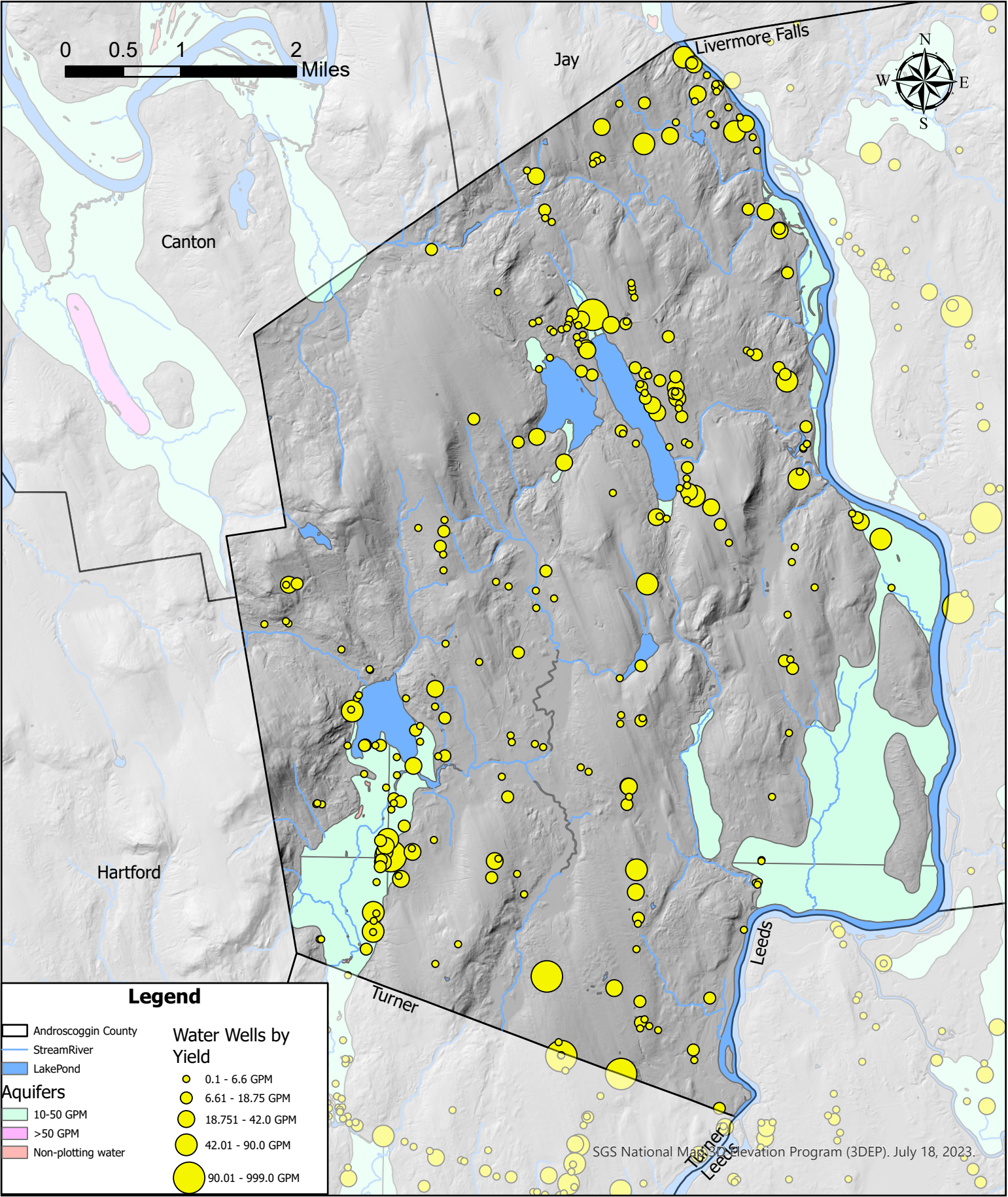




Town of Livermore
Androscoggin County Hazard Mitigation Plan 2024
Wetland Areas

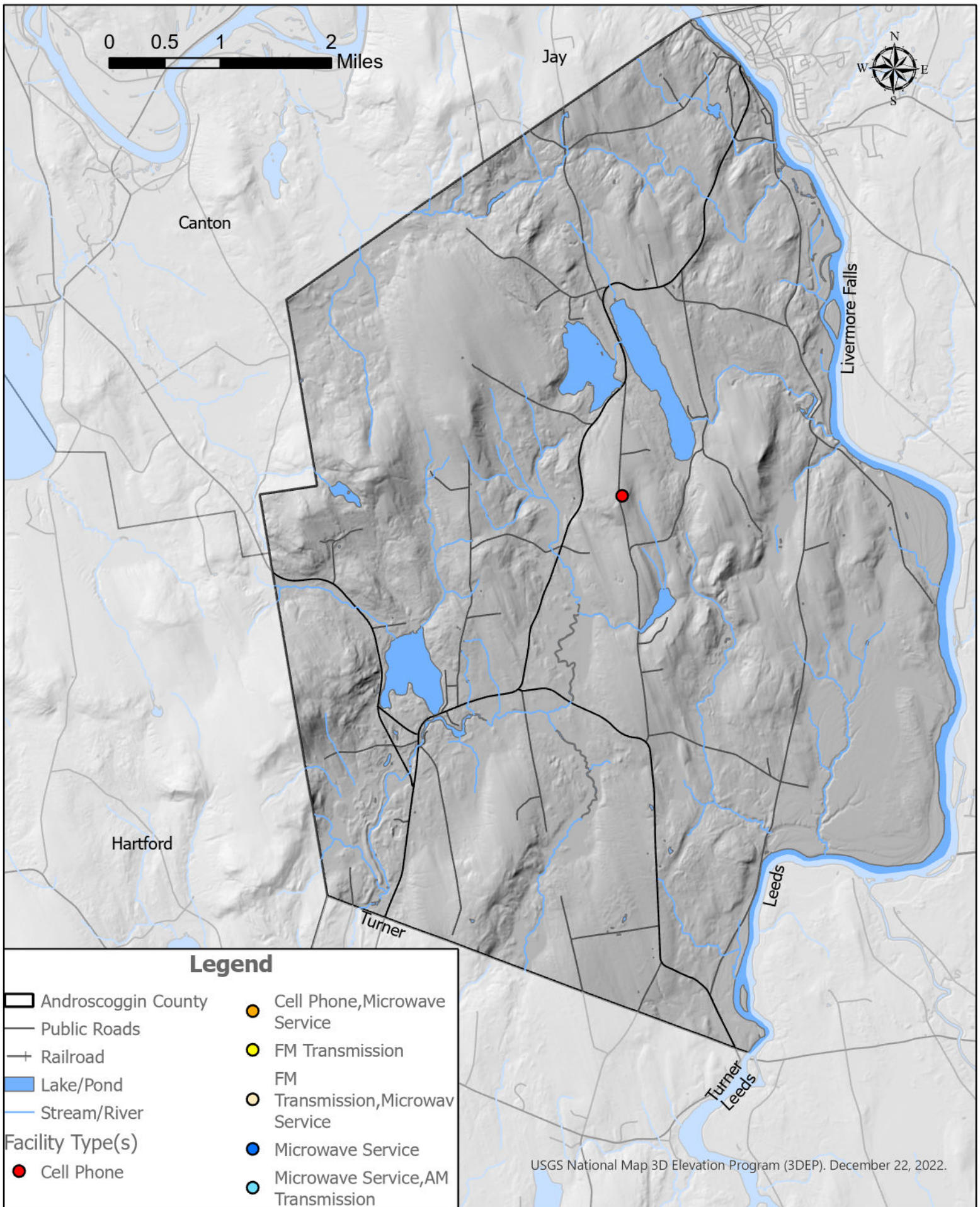
Data Sources: Maine Office of GIS, US Fish and Wildlife Service, US Geological Survey

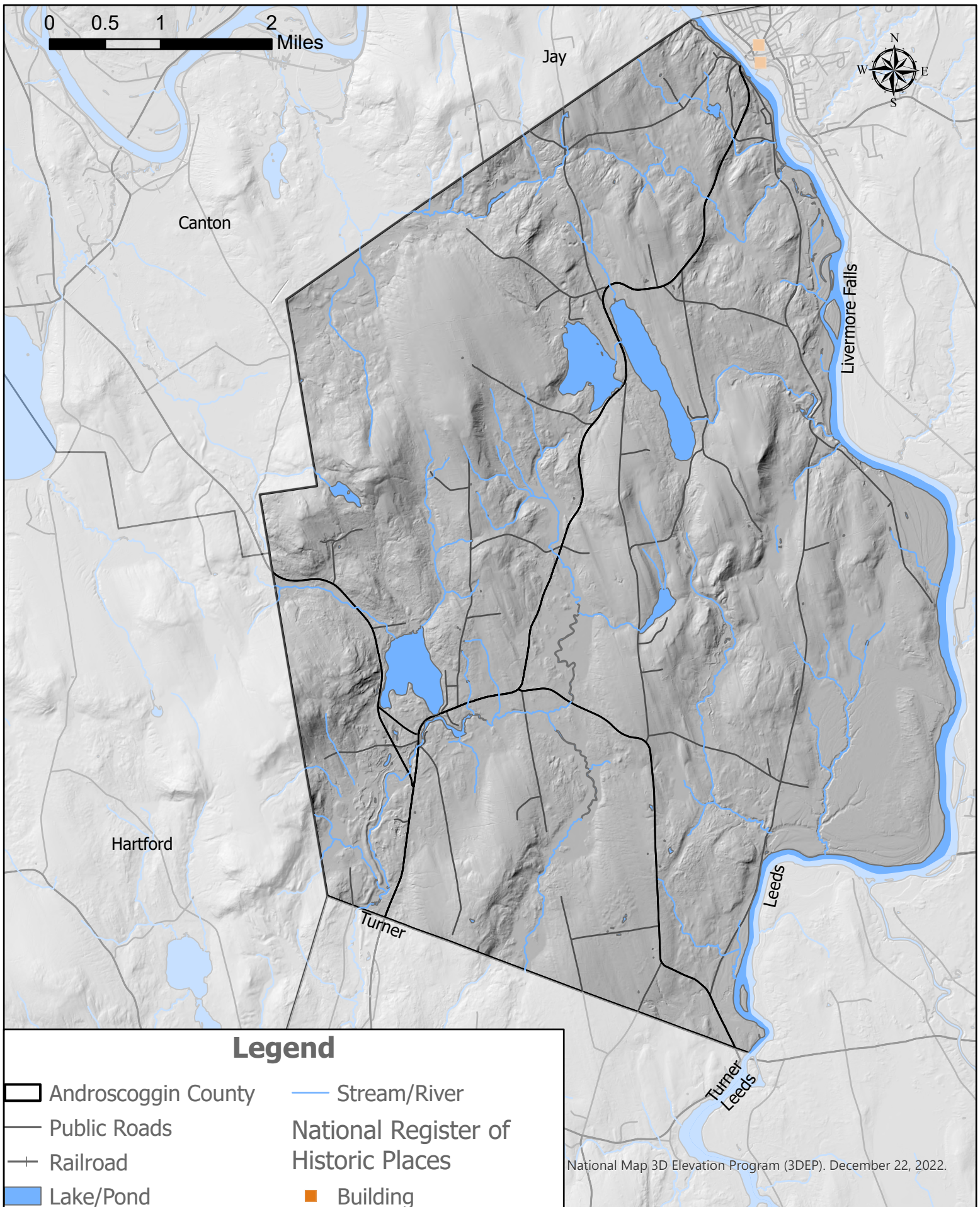


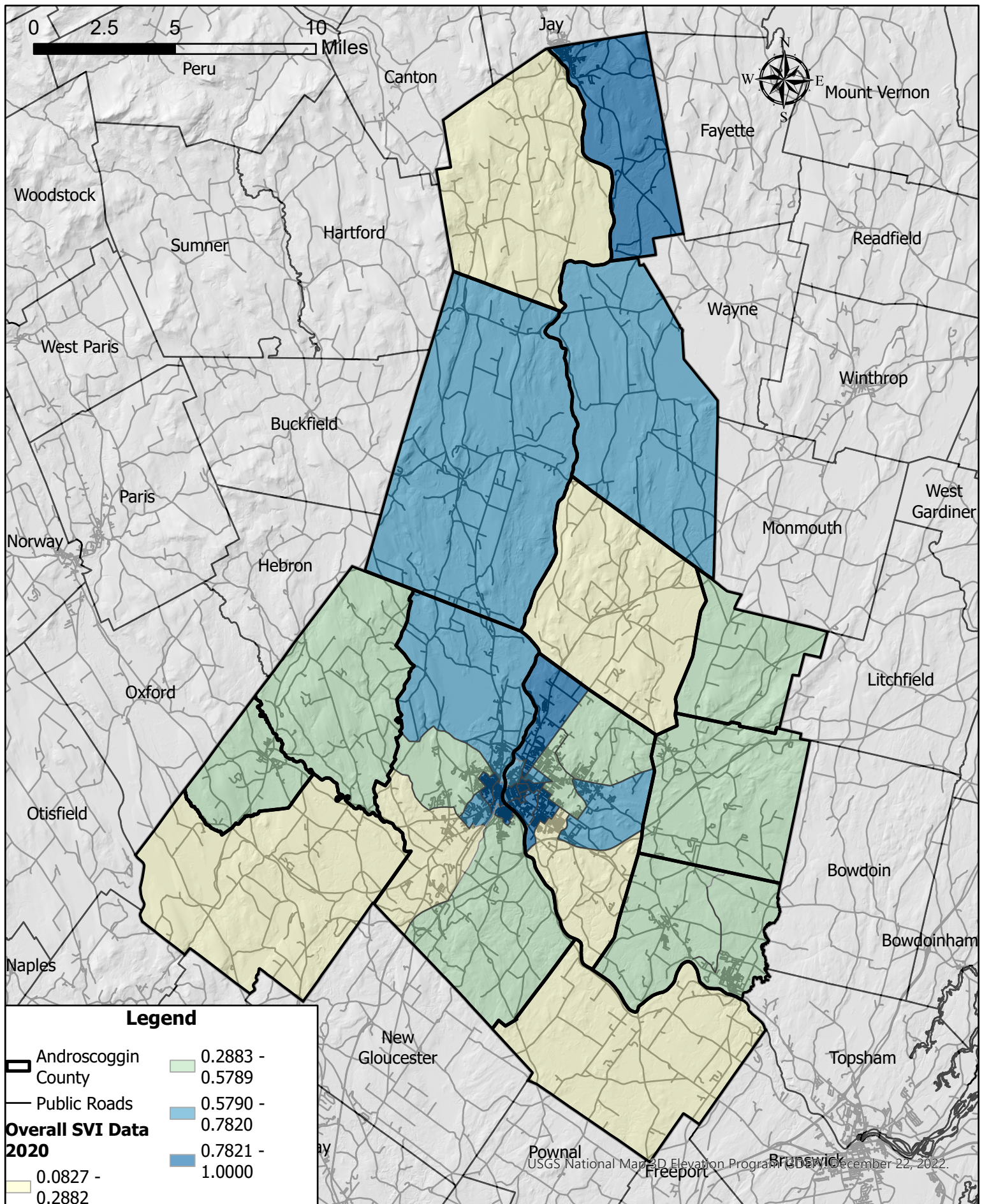


**Town of Livermore
Androscoggin County Hazard
Mitigation Plan 2024
Water Sources Map**

Data Sources: Maine Geological Survey: Homeland Infrastructure Foundation Level Database, Maine Office of GIS, Maine Drinking Water Program, Androscoggin County Emergency Management Agency

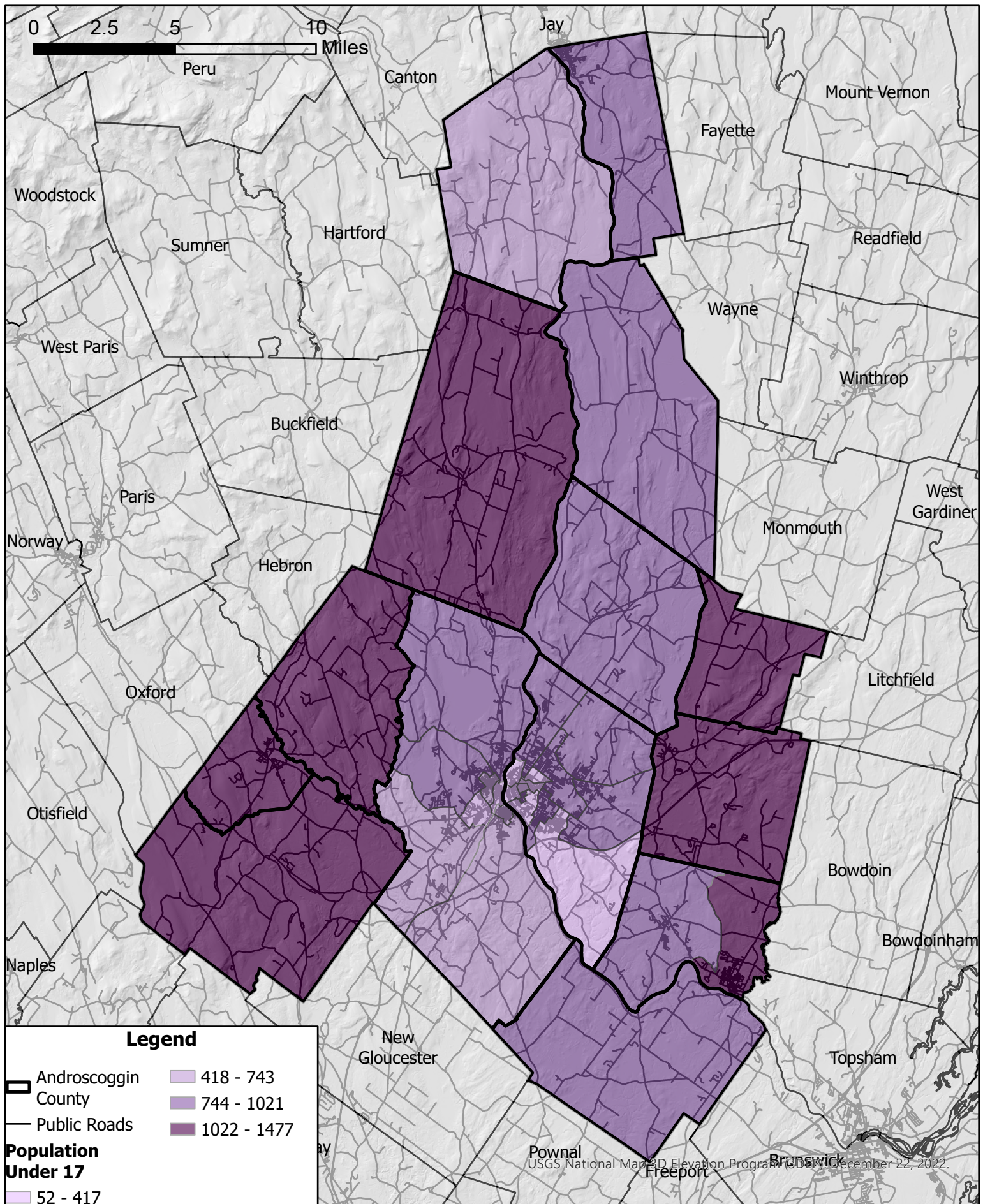






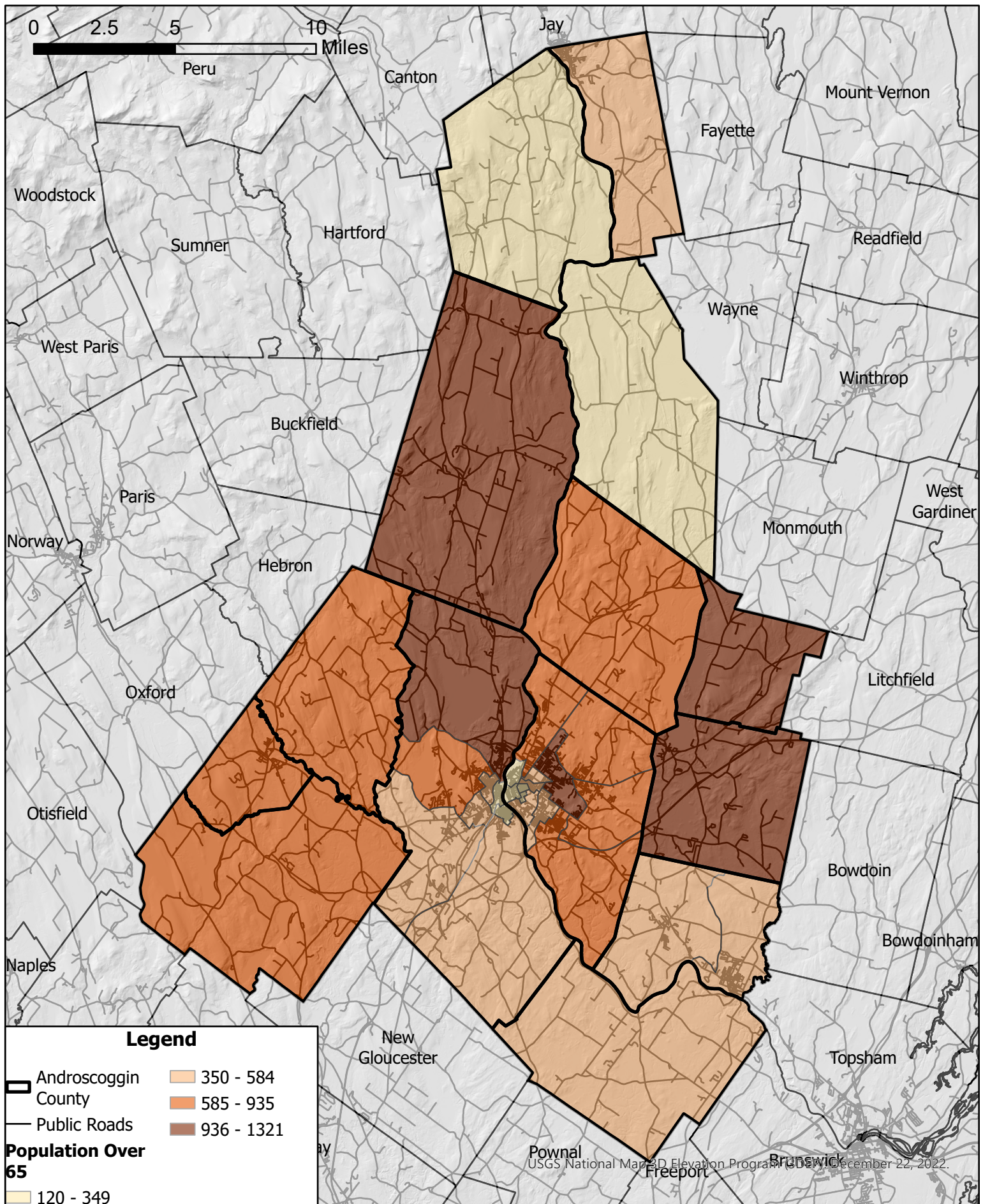
**Androscoggin County
Social Vulnerability Index Data 2020
By Census Tract**

Note: Social Vulnerability is based on 16 variables selected by the CDC, SVI values closer to 1 are considered more Socially Vulnerable
Data Sources: CDC/ATSDR Social Vulnerability Index, Maine Office of GIS



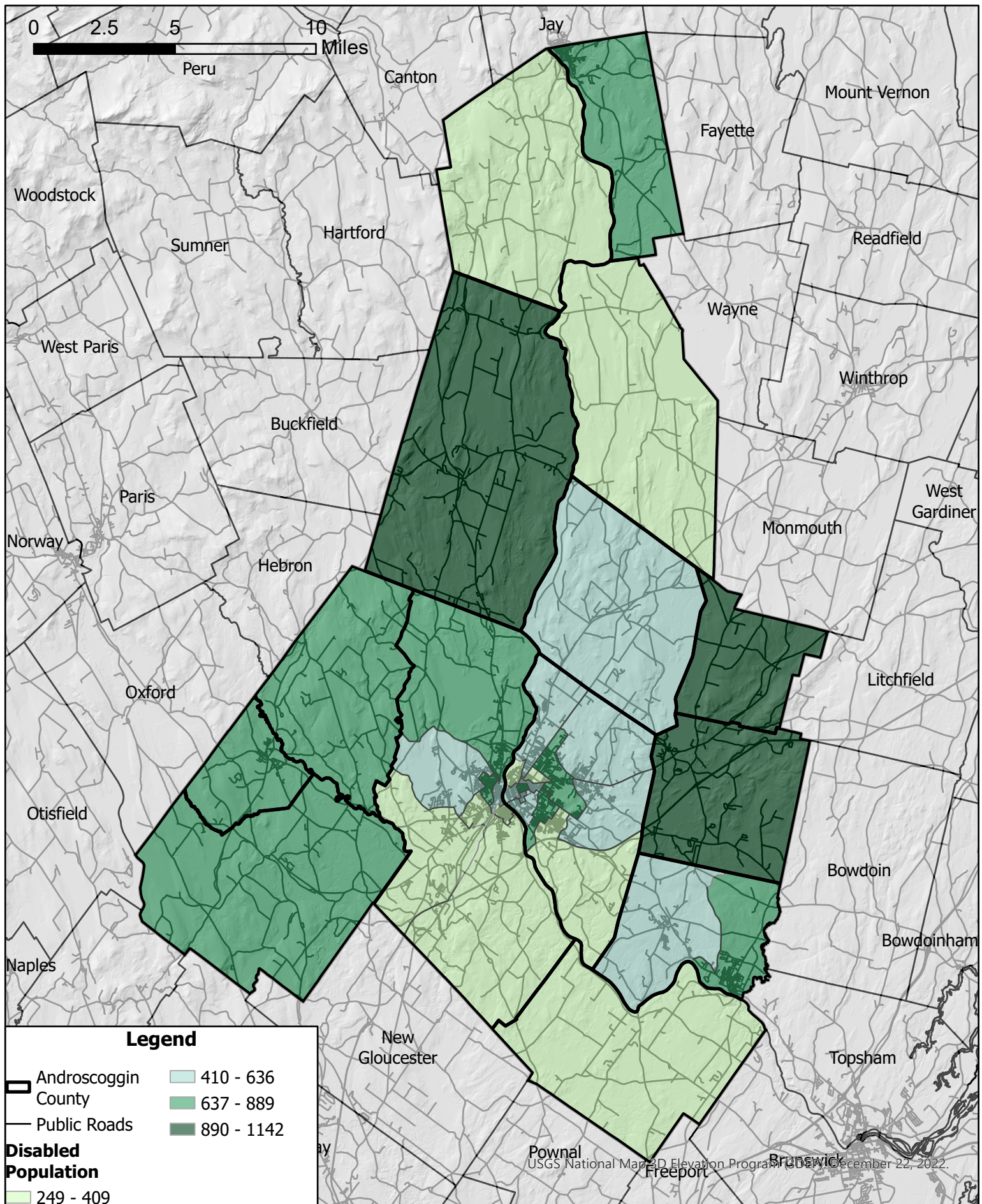
**Androscoggin County
Population Under 17 Years of Age
By Census Tract**

Data Sources: CDC/ATSDR Social Vulnerability Index, Maine Office of GIS



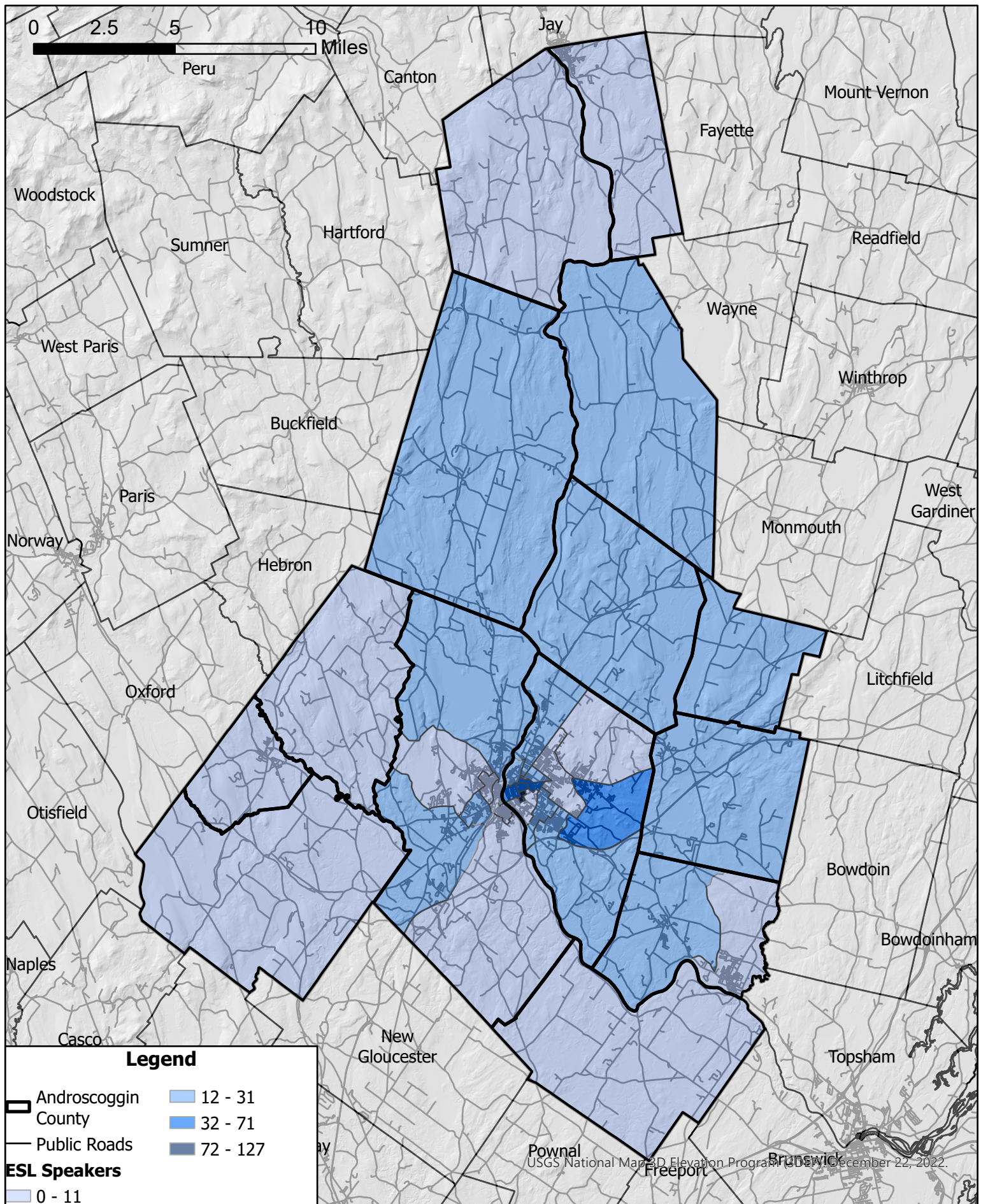
**Androscoggin County
Population Over 65 Years of Age
By Census Tract**

Data Sources: CDC/ATSDR Social Vulnerability Index, Maine Office of GIS



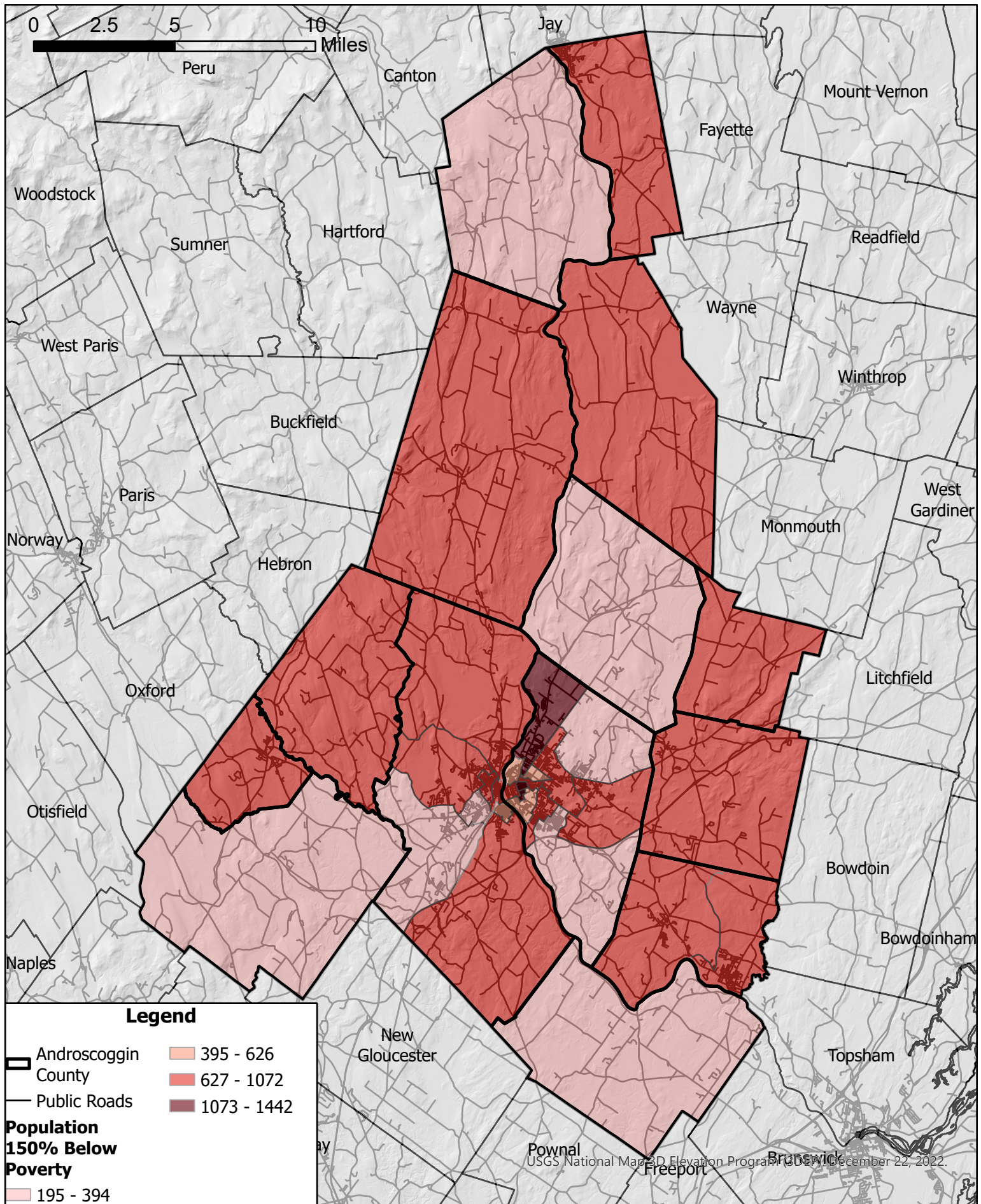
**Androscoggin County
Population with a Disability
By Census Tract**

Data Sources: CDC/ATSDR Social Vulnerability Index, Maine Office of GIS



**Androscoggin County
Population who speak English "less than well"
By Census Tract**

Data Sources: CDC/ATSDR Social Vulnerability Index, Maine Office of GIS



**Androscoggin County
Population Below 150% Poverty Threshold
By Census Tract**

Data Sources: CDC/ATSDR Social Vulnerability Index, Maine Office of GIS