

***Midcoast Route 32
Corridor Management Plan***

***Towns of
Jefferson and Waldoboro***

September 29, 2010

Midcoast Route 32 Corridor Management Plan

1. OVERVIEW

The purposes of a corridor management plan are to summarize municipal and regional transportation, land use, economy, housing, and natural and scenic resources, to define general objectives, and to prioritize essential transportation-related investments that are necessary to meet the current and anticipated future needs of the corridor communities and the region.

To ensure that community concerns are addressed adequately, municipal officials from each corridor community appointed representatives to the corridor committee that drafted this plan's recommendations of investments. Adopted municipal comprehensive plans and land use ordinances were reviewed in the drafting of this plan. In 2005, the MidCoast Economic Development District Regional Transportation Assessment was prepared for major corridors in the area, including Route 32. That assessment report was also reviewed in the preparation of this corridor management plan, and its objectives form the basis of many of the recommended investments.

The Midcoast Route 32 Corridor includes the municipalities of Jefferson and Waldoboro, Lincoln County, and is about 14.1 miles in length. The corridor links Route 17 in Jefferson and Route 1 in Waldoboro. The corridor centers on Major Collector Route 32, which is a two-lane highway for nearly all of its length in the corridor, and closely passes several village areas and Damariscotta Lake. It also includes a rail line owned by the State of Maine and operated by Maine Eastern Railroad, which enters the corridor near its intersection with North Nobleboro Road and roughly parallels it to Route 1.

The highest traffic volumes on Route 32 are in Jefferson, east of the Route 126 intersection at the Hotel Bridge crossing Davis Stream. In 2007, the factored annual average daily traffic (FAADT) there was 3,340 vehicles. Seasonal tourism and year-round commuting between Augusta and Waldoboro, as well as trucking activity and local traffic volumes, continue to increase at a greater rate than the increase in the region's population. The increase in traffic volumes is exacerbated by the lack of adequate public transportation alternatives.

Waldoboro has adopted a comprehensive plan, which was found consistent by the State Planning Office. Jefferson's comprehensive plan was approved in 1992 but was not found to be consistent by the State Planning Office. A summary table of these comprehensive plans and their provisions affecting transportation

and the corridor is placed later in this plan. Waldoboro has adopted land use ordinances creating zones or districts beyond state-required shoreland zones. A summary of these districts is found later in this plan and on the Land Use Districts Map.

The highest concentrations of population are found in downtown Waldoboro, with lower densities found along Route 32 and in village areas. About 22.1% of the Lincoln County population lived in the corridor municipalities in 1990. That proportion was essentially unchanged at 21.8% in 2008.

Population

Area	1990	2000	2007	2008 est.	Total # Change	Total % Change
Jefferson	2,111	2,388	2,540	2,541	430	20.4%
Waldoboro	4,601	4,916	5,021	5,004	403	11.4%
Corridor	6,712	7,304	7,561	7,545	833	12.4%
Lincoln County	30,357	33,616	34,769	34,628	4,271	14.1%

Source: U.S. Census

Miles Memorial Hospital is the largest employer in the corridor. Medical services are an important and growing employment sector in the region, supported by the increasing number of elderly. Service and hospitality occupations, including those in the tourism industry, provide significant, although low wage employment, especially in season. Traditional industries including construction occupations remain strong sectors, even though they employ fewer people today than they once did.

Following this overview are sections with more detailed corridor descriptions of transportation, land use, economic development, housing, natural resources, and scenic resources. The corridor investments sought by each community are listed at the end of this corridor management plan.

The plan was reviewed and endorsed by the Jefferson and Waldoboro Boards of Selectmen on September 27 and 28, 2010, respectively.

2. TRANSPORTATION

Route 32 has the federal functional classification of Major Collector throughout the corridor. The map titled *Transportation* shows the factored annual average daily traffic (FAADT) volumes for 2007 at key points along Route 32 and along selected intersecting roadways; and percentage change since 2000, as well as the percentage of heavy trucks contributing to the total volume. Also shown are High Crash Locations (HCLs), where eight or more crashes have occurred over a three-year period, and the roadway level of service (LOS), which is a measure of congestion. Route 32 comes under the state access management law. To learn more about the State's access management regulations and standards, see: <http://www.maine.gov/mdot/planning-process-programs/access-mngmnt.php>.

Traffic Volumes

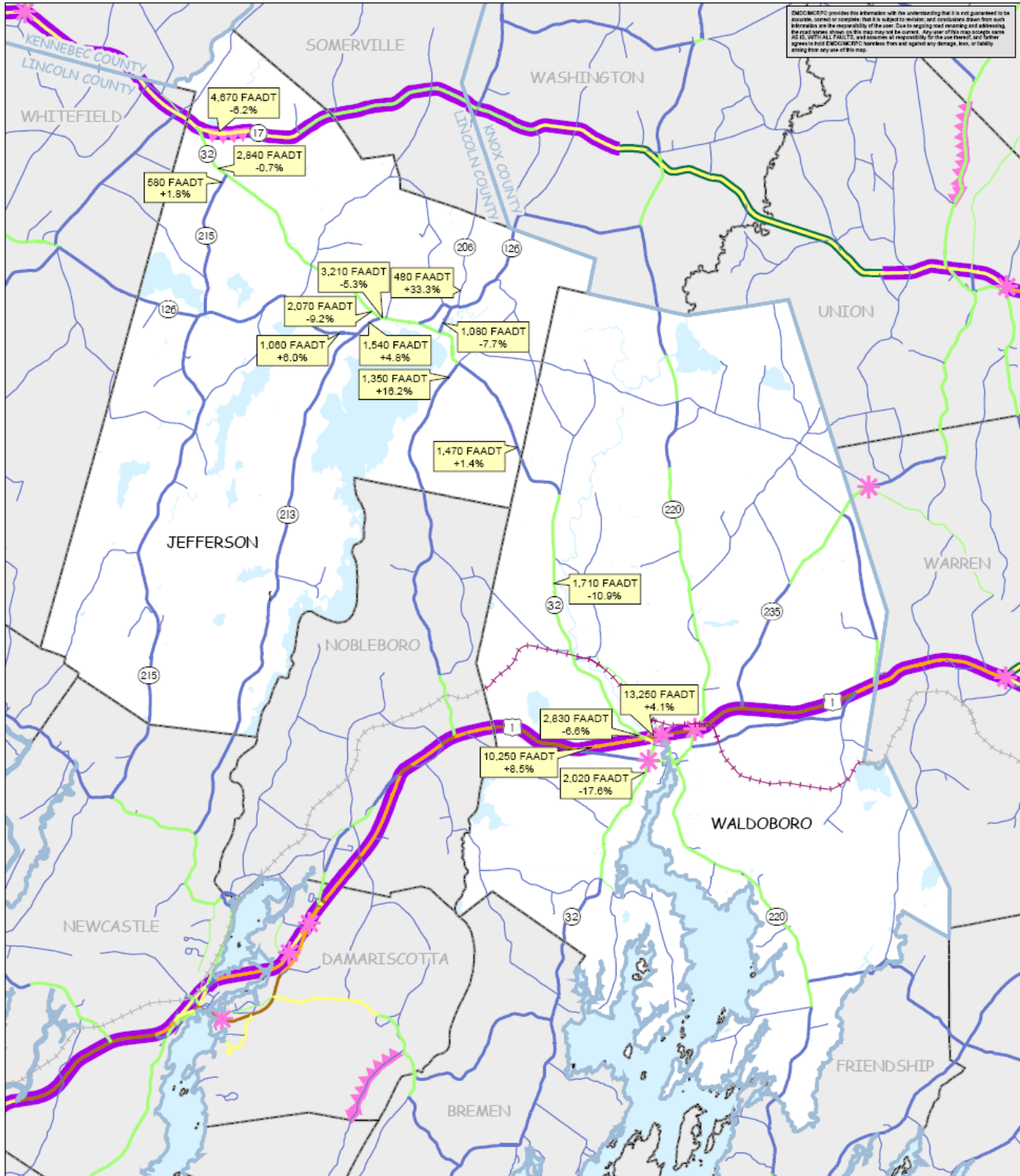
The total vehicle miles traveled (VMT) has been rising faster than the increase in population. Between 1990 and 2008, VMT in Lincoln County increased by 19.8%, while the population increased by 16.8%. Due to the economic downturn, in 2008, VMT was estimated to have dropped to 2001 levels in Lincoln County. Over the past three decades, more people have been driving more often and greater distances. Commute times for all corridor communities except one have increased. Most of these increases reflect the greater distances being traveled as residents find work farther from home. A smaller proportion of this increase is due to slightly more congestion, especially around the larger service center communities outside of this corridor.

Factored Traffic Volumes (FAADT) 2000 and 2007

Roadway	Location	2000	2007	Change	Town
SR 17	SE/O SR 32	4,980	4,670	-6.2%	Jefferson
SR 17	NW/O SR 32 @Whitefield TL	6,750	7,380	9.3%	Jefferson
SR 32	S/O SR 17	2,860	2,840	-0.7%	Jefferson
SR 32/126	E/O SR 126	3,390	3,210	-5.3%	Jefferson
SR 32	NW/O SR 126	2,250	2,070	-8.0%	Jefferson
SR 32	E/O SR 126 @Bridge 2378	3,170	3,340	5.4%	Jefferson
SR 32	@Waldoboro TL	1,450	1,470	1.4%	Jefferson
E Pond Rd	SW/O SR 32	1,160	1,350	16.4%	Jefferson
Village St	E/O SR 32/126	760	640	-15.8%	Jefferson
SR 126	SW/O SR 32	1,470	1,540	4.8%	Jefferson
SR 126	N/O SR 32	1,170	1,080	-7.7%	Jefferson
SR 215	S/O SR 32	570	580	1.8%	Jefferson
SR 32	NW/O US 1	3,030	2,830	-6.6%	Waldoboro
SR 32	N/O N Nobleboro Rd	1,920	1,710	-10.9%	Waldoboro
US 1	E/O SR32	12,730	13,250	4.1%	Waldoboro
US 1	W/O SR 32	9,450	10,320	9.2%	Waldoboro

Source: Maine DOT

Notes: FAADT factored annual average daily traffic, SR state route, TL town line



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MIDCOAST STATE ROUTE 32 CORRIDOR

TRANSPORTATION

LEGEND

- Maine Central Railroad/State of Maine Owned
- Mobility Corridor (2004)
- Retrograde Arterial (2004)

HIGH CRASH LOCATIONS *

- HCL Points (Nodes - 2007)
- HCL Lengths of Roadway (Links - 2007)

* High Crash Locations have 8 or more crashes within 3 years.

TRAFFIC VOLUMES

7,354 FAADT
3.6%
Factored Annual Average Daily Traffic in 2007
Percent change since 2000

LEVEL OF SERVICE (LOS - 2007)

- A
- B
- C
- D
- E

LOS indicated along center of roadway.

0 1 2 Miles



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Map prepared by Eastern Maine Development Corporation
Sources: MEDOT and MEGIS

The highest traffic volumes on Route 32 are in Jefferson, east of the Route 126 intersection at the Hotel Bridge (ID #2378) crossing Davis Stream. In 2007, the factored annual average daily traffic (FAADT) there was 3,340 vehicles. The lowest volume along Route 32 in the corridor, 1,470 FAADT, is found at the Jefferson/Waldoboro town line. This figure largely reflects the volume of through-traffic. The traffic trips generated by the occupants of housing units are described in Section 4: Economic Development and Housing. The map titled *Transportation* shows volumes of state roads at select locations. From this some general traffic patterns can be observed.

The Gateway 1 US Route 1 Corridor Preservation Strategic Planning Process estimates in the “Riding the Currents” Low Density growth scenario ^A that summer daily traffic volumes along the corridor portion of Route 32 will increase by a range of 555 to 2,138 additional vehicles from 2005 to 2030, corresponding to a 0.6% to 2.0% annual average increase. The highest daily summer traffic volumes on Route 32 could be east of the Route 126/213 intersection (6,246 in 2030), followed by an area southeast of the Route 17 intersection (4,741 in 2030), and an area northwest of the Route 1 intersection (4,228 in 2030). The lowest daily summer traffic volumes on Route 32 could be near the Jefferson/Waldoboro town line (2,314 in 2030). The same Gateway 1 modeling predicts that summer volumes on Route 1 could increase by the year 2030 to total 15,522 west of the Route 32 intersection and to 20,045 east of that intersection, corresponding to a 1.6% annual average increase. Summer volumes on Route 17 west of the Route 32 intersection could increase by the year 2030 to total 13,485 and to 9,576 east of that intersection, corresponding to a 1.7% annual increase.

Traffic congestion lowers a roadway’s level of service (LOS). LOS is a qualitative measure that characterizes operational conditions within a traffic stream and includes speed, travel times, freedom to maneuver, traffic interruptions, and the perceptions of motorists and passengers. There are six levels of service, given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS E is defined as the maximum flow or capacity of a system. For most purposes, however, a level of C or D is usually used as the maximum acceptable volume.

Route 32 has little to no congestion on a year-round basis, with an LOS of B from the Route 17 intersection southeast to the East Pond Rd intersection, an LOS of A from the East Pond Rd intersection southeast to the Orffs Corner Rd intersection, and an LOS of B from the Orffs Corner Rd intersection to the Route 1 intersection. Since much of the roadway is two lanes, site-specific congestion

^A The “Riding the Currents” Low Density growth scenario assumes moderate growth in population, housing, and employment, and further assumes available land for development and similar municipal land use regulations as are in place today.

during commute times and in the summer tourist season does occur, especially at the intersections of other collector roadways. Route 1 has an LOS of D and E near the Route 32 intersection, indicating congestion in this area. Route 17 has an LOS of C near the Route 32 intersection. See the map titled *Transportation*.

Much of Route 32 is posted at 50 M.P.H. Stretches of reduced speed are found near Damariscotta Lake State Park (30-45 M.P.H), near the Orffs Corner Rd intersection (40 M.P.H.), near the North Nobleboro Rd intersection (30 M.P.H.) and near the Route 1 intersection (25 and 35 M.P.H.). See the map titled *Posted Speed Limits*. (note - map does not show 25 M.P.H. zone near Route 1.

Corridor wide, it is likely that traffic volumes will continue to increase faster than the historical rates of growth, perhaps tied more closely to the housing growth observed until recently. Without adequate public transportation, most people must use private vehicles, which exacerbates traffic congestion.

Safety

Most crashes in the corridor occur in Waldoboro where traffic volumes are highest. More serious injuries and fatalities occur where posted speeds are higher. In 2008, high crash locations where eight or more crashes have occurred in a three-year period were on Route 17 east of the Route 32 intersection and on Route 1 east of the Route 32 intersection. No high crash locations were recorded on Route 32 in the corridor. Although not designated as high crash locations by Maine DOT, several areas along Route 32 and some of the intersecting roadways are in fact dangerous due to limited sight distances and blind spots, including the Route 32 intersections with East Pond Road, Orff's Corner Road, Waldoboro Road, Eames Road, Washington Road and Village Street.

Crashes 2006-2008

Area	3-Year Total Crashes	Annual Average	3-Year Total Vehicles in Crashes	Annual Average Vehicles in Crashes	3-Year Total Vehicles in Crashes on Route 32	Annual Average Vehicles in Crashes on Route 32
Jefferson	134	44.7	169	56.3	66	22
Waldoboro	309	103	460	153.3	81	27
Corridor	443	147.7	629	209.6	147	49
Lincoln County	1,959	653	3,061	1,020.3	206	68.6

Source: Maine DOT

Note: Crashes can involve more than one vehicle and more than one individual. Annual averages rounded.

From 2006 to 2008, most of the 443 crashes in the corridor communities did not result in physical injuries or deaths. Of the corridor communities, Waldoboro had the higher number of incapacitating, evident, and possible injuries. Of the 9

fatalities that occurred in the corridor communities, 2 were on Route 32 in Jefferson.

Washington Road and Village Street Intersections

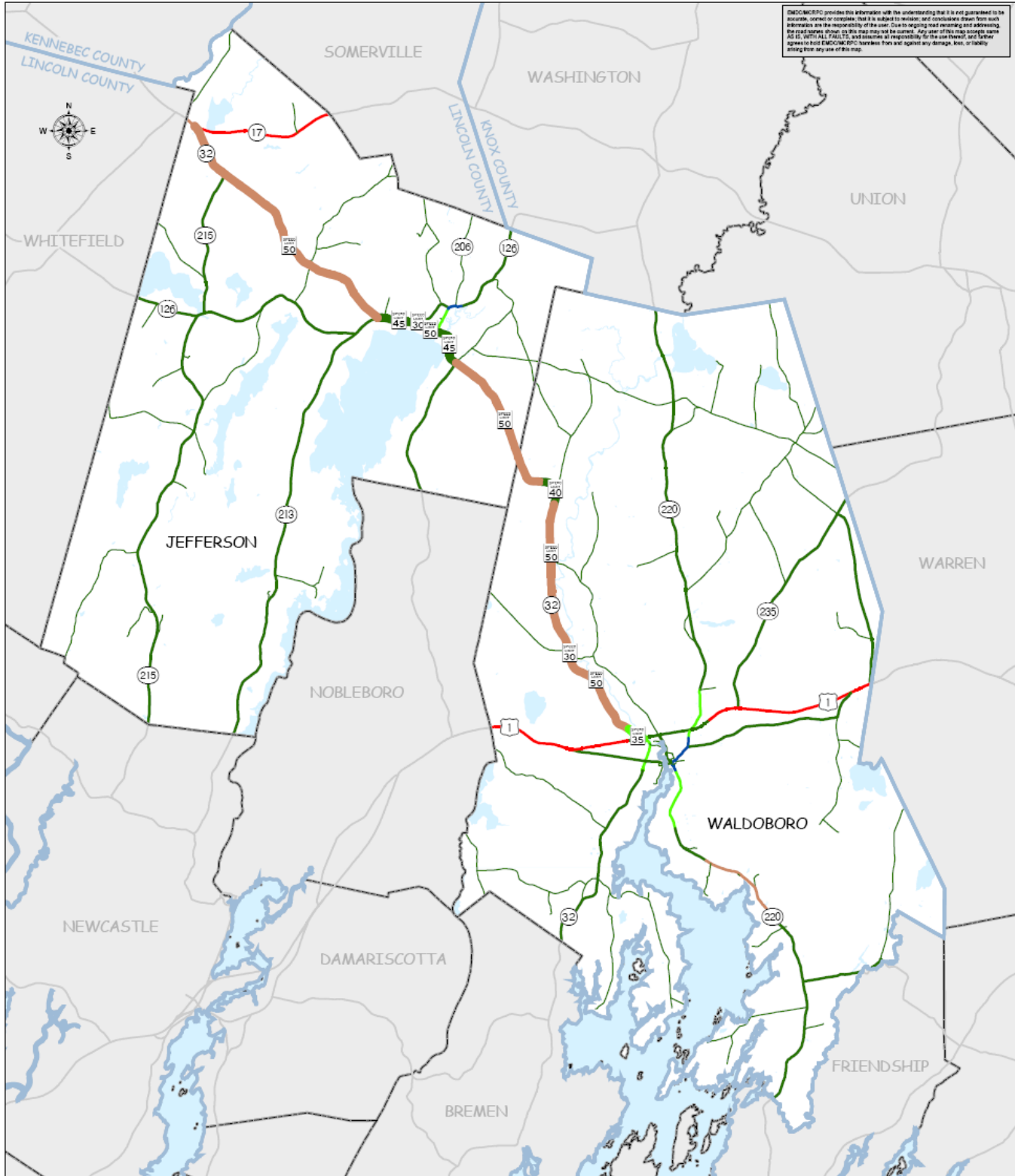


East Pond Road and Route 17 Intersections



Waldoboro-Augusta Roads and Eames Road Intersections

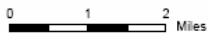




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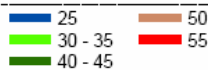
MIDCOAST STATE ROUTE 32 CORRIDOR

POSTED SPEED LIMITS



Map prepared by Eastern Maine Development Corporation
Sources: MEDOT and MEGIS
Map revised: July, 2009

POSTED SPEED LIMIT (MPH)



Injuries 2006-2008

Area	Fatalities	Incapacitating Personal Injuries	Evident Personal Injuries	Possible Personal Injuries	No Injuries
Jefferson	4	5	22	36	259
Waldoboro	5	37	59	124	981
Corridor	9	42	81	160	1,240
Lincoln County	28	111	383	821	6,255

Source: Maine DOT

Note: Figures refer to individuals.

Where the causes of crashes were evident, the most common in the region over the same three-year period included speeding, driver inattention, failure to yield right of way and following too closely.

Vehicles - Common Crash Causes (Apparent Contributing Factor) 2006-2008

Area	Driver inattention - distraction	Illegal, unsafe speed	Failure to yield right of way	Following Too Close
Jefferson	23	49	6	1
Waldoboro	80	57	32	8
Corridor	103	106	38	9
Lincoln County	589	414	171	96

Source: Maine DOT

Note: Figures refer to the actions of drivers.

Road Conditions

As illustrated in the following photos, Route 32 is in poor to fair condition generally, with gravel shoulders of varying widths. Route 32 was paved several years ago but deficiencies in the base and in road drainage were not corrected, leading to accelerated deterioration of the new pavement. Other state roads in the corridor including Route 32 south of Route 1, Routes 220 and 235, Manktown Road and Finntown Road in Waldoboro and East Pond Road and Routes 213 and 215 in Jefferson have significant portions of compromised road surfaces and road bases. Shoulders have deteriorated as well. Inadequate state road maintenance has allowed portions of these roads to degrade faster than would have been expected otherwise. Lack of adequate ditching and culverts increases flooding, which further damages portions of these state roads. In some instances, the road base was not designed to handle the amount of traffic that has used these roadways over the past twenty plus years. Key town roads are also in need of repair. Town voters decide how much they are able and willing to spend on such repairs.

Waldoboro Sections of Route 32



Jefferson Sections of Route 32



Bike and Pedestrian Facilities

Walkways, sidewalks, bike paths, and bike facilities promote health, reduce dependence on automobiles, and provide for increased recreational opportunities. Through the comprehensive planning process, citizens can identify and prioritize their community's pedestrian and bicycle needs. To augment this effort with more detailed inventory, analysis and recommendations, some communities also draft a municipal pedestrian and bicycle plan. Concurrent with this corridor plan, Waldoboro is preparing a community-wide bicycle and pedestrian plan with the assistance of the Department of Transportation and Lincoln County Planning Office. The following photos demonstrate current shoulder condition on Route 32. The roadway has inadequate shoulders for walking and entirely unsuitable shoulders for biking throughout its entire length. This is especially problematic in areas of high pedestrian use, such as in Jefferson village near the state park and village store, and the school on Washington Road just north of Route 32. While experienced bicyclists share portions of Route 32 with vehicles, grade changes, limited sight distance around corners and poor pavement conditions limit the safe shared use of these roadways. Recommendations are found at the end of this plan.

Waldoboro Route 32 Shoulders



Jefferson Village Route 32



Jefferson Village Washington Road - School and Approach to Route 32



Public Transportation

The lack of scheduled local bus service and dispersed location of residents and of workplaces inhibits public transportation. Coastal Trans offers door-to-door demand-response transportation to all towns in Lincoln County and is available for grocery shopping, personal business and medical appointments for low-income families. This service requires an application process. Coastal Trans provides transportation by bus, van or automobile for MaineCare members to medical appointments for clients that cannot arrange their own medical transportation. Agency and or volunteer drivers provide medical transportation. The Maine Department of Health and Human Services has identified the lack of adequate transportation (both personal and public) as negatively affecting the health care of many low-income individuals in the Midcoast.

Concord Coach (Trailways) offers daily service between Bangor and Logan Airport in Boston. The bus route for Maine Coastal Route One includes stops in Brunswick, Bowdoin College, Bath, Wiscasset, Damariscotta, Waldoboro, Rockland, Camden/Rockport, Lincolnville, Belfast, Searsport, and Bangor.

Air Service

The Wiscasset Airport (KIWI, FAA IWI) is located near the Route 1/Route 144 intersection at 96 Chewonki Neck Rd, Wiscasset. The airport has a paved runway 3,397 feet long and 75 feet wide and is rated in good condition. Aviation fuel services and tie downs are available. The Fixed Base Operator (FBO) is Ocean Point Aviation, which offers aircraft maintenance, flight training, and aerial tours. According to the FAA, in 2008 there were 47 aircraft based on the field, and average of 129 aircraft operations weekly, of which 64% were local general aviation, 31% transient general aviation, 5% air taxi, and less than 1% military. No scheduled bus service is provided to the airport but taxi service is available.

The Airport is a Level II facility under the Maine Aviation Systems Plan (MASP) and is eligible for both Federal and state aid under the Airport Improvement Program. According to the MASP, the airport's economic benefit to the community has a total output of over \$2,000,000, with a payroll of nearly \$780,000.

Rail Service

There is one rail line in the corridor. The State of Maine owned rail line runs through Waldoboro with a grade crossing on Route 32 south of the North Nobleboro Rd intersection. The eastern terminal in Rockland has been renovated and put back into seasonal use as a train station. The rail line serves freight needs, and intermittent seasonal tourist travel by Maine Eastern Railroad to Brunswick, with the long-range potential for connecting service to Portland and Boston, especially with the long-anticipated extension of passenger rail service to Brunswick now a reality. Maine DOT will conduct a Transit Study of the Route 1 corridor in 2010. Waldoboro has expressed interest in developing a passenger rail station on Depot or Washington Streets and a freight rail siding at the Waldoboro Environmental Park on Route 32. The feasibility of these rail projects will be evaluated as part of the Transit Study.

Waldoboro Environmental Park and Winslows Mills-Depot Street Rail Crossing



Former Depot Street Station and Washington Road Site



Maine DOT Anticipated Projects

The Maine DOT Biennial Capital Work Plan for Fiscal Years 2010-2011 includes these projects in the Corridor:

- **Route 1 in Waldoboro:** Route 1-Depot Street-Jefferson Street 32 intersection improvements (State \$300,000)
- **Goose Hill Road in Jefferson:** Bridge replacement at Davis Stream (State \$500,000)

The Maine DOT 2010-2015 Six-Year Plan may include these candidate projects in the corridor.

Type	Road	Town(s)	Estimated Cost	Description
Bridge Improvement	Winslow Mills Road	Waldoboro	\$690,000	Bridge Improvement: Winslow Mills Bridge (#5078) over the Medomak River.
Bridge Replacement	Route 32	Waldoboro	\$480,000	Bridge Replacement: Wagner Number Two Bridge (#2905) over Hook Brook, located 0.30 of a mile southerly of Depot Street.
Reconstruction	Route 32	Bremen, Waldoboro	\$2,110,000	Highway Improvements: Beginning 0.10 of a mile southerly of the Storer Road and extending northerly 2.11 miles to 0.90 of a mile northerly of the Bremen town line.
Reconstruction	Main Street	Waldoboro	\$1,650,000	Highway Improvements: Beginning at Route 1 and extending easterly 1.65 miles to Route 220.
Reconstruction	Route 220	Waldoboro	\$1,330,000	Highway Improvements: Beginning at Route 1 and extending northerly 1.33 miles to 0.60 of a mile northerly of the Ken Hyer Road.
Reconstruction	Route 220	Waldoboro, Washington	\$6,200,000	Highway Improvements: Beginning 0.60 of a mile northerly of the Tom Winston Road and extending northerly 6.20 miles to 0.80 of a mile southerly of Route 17.
Reconstruction	Route 220	Waldoboro	\$290,000	Highway Improvements: Beginning 0.10 of a mile southerly of the Elmer Burnham (N) Road and extending northerly 0.29 of a mile to the Tom Winston Road.
Reconstruction	Route 32	Waldoboro	\$2,590,000	Highway Improvements: Beginning 0.90 of a mile northerly of the Bremen town line and extending northerly 2.59 miles to 0.20 of a mile southerly of Main Street.
Reconstruction	Route 32	Waldoboro	\$470,000	Highway Improvements: Beginning 0.20 mile southerly of Main Street and extending northerly 0.47 mile to Route 1

Transportation Objectives (from the 2005 Regional Transportation Assessment, Route 32)

- Work to improve road conditions and mobility along the corridor between Route 1 and Route 17.

3. LAND USE

The map titled *Land Use Districts* shows municipally-defined districts, as well as shoreland zones, within a 1,000 foot wide area along Route 32, and a summary of minimum frontage and lot size requirements in each community. For the location of driveways and entrances, state access management regulations supersede municipal ordinances unless the municipal ordinances have more rigorous standards.

**Comprehensive Plan and Land Use Ordinance Status
For Route 32 Corridor Municipalities**

Area	Comprehensive Plan		Land Use Ordinance	
	Adopted Locally	State Consistent	Zones or Districts*	Year first adopted
Jefferson	1992	Unknown	None	NA
Waldoboro	1/1998 Amend. 2005	Yes	Yes	

Source: MCRPC, *beyond shoreland zoning

Comprehensive Plans

Comprehensive plans serve as a guide for recommendations for the future development of communities. These plans provide the legal basis or foundation for municipal ordinances. Waldoboro adopted a comprehensive plan in 1998 consistent with the Comprehensive Planning Land Use and Regulation Act (Title 30-A). Jefferson adopted a comprehensive plan in 1992 but it was not been found consistent by the state. Changes to state rules will require communities that wish to maintain the state consistency status of their comprehensive plan to update their plan under the new rule by 2012, with exceptions.

Excerpts of comprehensive plan observations and recommendations relating to Route 32 transportation issues are noted in this section. These comprehensive plans were considered in the formulation of this corridor management plan.

**Municipal Comprehensive Plans (CP): Provisions
Relating to Route 32 and Transportation**

Area	Observations (CP Excerpts)	Recommendations (CP Excerpts)
Jefferson		
Waldoboro	<ul style="list-style-type: none"> • There are many locations on the rail lines and spurs in Waldoboro where manufacturing ventures may be located which can benefit from rail service. The MCRR maintains a facility in Waldoboro for repair and maintenance. At the Winslow Mills intersection of rail lines and Route 32, there is a site with some potential for railroad use. Utilities include 3 phase power. • Kalers Corner Intersection: The average daily traffic entering this intersection is 2,880 vehicles. Sight distance is limited at this intersection on the west leg of Old Route One. Typically vehicles traveling north bound and southbound on Route 32 fail to stop at the intersection. The MDOT has agreed to fund safety improvements under the Local Collector Roads Program at an estimated total cost of \$80,000, including a local share of \$20,000. 	<ul style="list-style-type: none"> • Traffic Safety. Improve traffic safety at intersections where serious traffic problems exist including Depot Street and Route 1, Routes 220 and Route 1, Route 32 and Main Street, Jefferson Street and Main Street, and Route 220 and North and Old Augusta Road, including reduced speed limits as recommended.

Source: Municipal Comprehensive Plans

Land Use Ordinances and Zoning

The map titled *Land Use Districts* shows municipally-defined districts, minimum road frontages, and minimum lot sizes for sewerred and non-sewerred areas. The northwestern portion of Route 32 through Jefferson is not zoned, with the exception of shoreland zoning (areas within 250 feet of ponds, lakes or wetlands, and within 75 feet of designated streams). Through Waldoboro, Route 32 is zoned Rural from the Jefferson town line to the North Nobleboro Rd intersection. The area around Winslows Mills is zoned Industrial. Southeast of this area Route 32 is zoned Rural. Near the Route 1 intersection, portions along Route 32 are zoned Route 1 Commercial A and B.

Access management is currently addressed by state access management regulations and standards, but these may prove insufficient to preserve the mobility of the roadway. As well, communities with inadequate land use provisions like zoning, subdivision and site plan review may be less able to regulate effectively the scale of new development, in addition to the locations of new entrances and streets accessing Route 32 and on adjoining state highways. Minimum road frontages, shown on the *Land Use Districts* map, and a lack of requirements for shared access points, make it likely that if development occurs along the roadway in the pattern that current land use regulations would allow, posted speeds would have to be reduced on the higher-speed stretches.

Although the general appearance of the Route 32 corridor might be described as "rural", there are presently almost 350 driveways serving residential and non-residential uses. This means, of course, that there is also plenty of frontage along Route 32 that is available for future development. As indicated in the following table, a number of non-residential uses have "continuous" accesses, which allow uncontrolled multi-vehicle movements into and out of on-site parking areas. In the future, new accesses should be sited to ensure safe egress and continuous accesses should be prohibited.

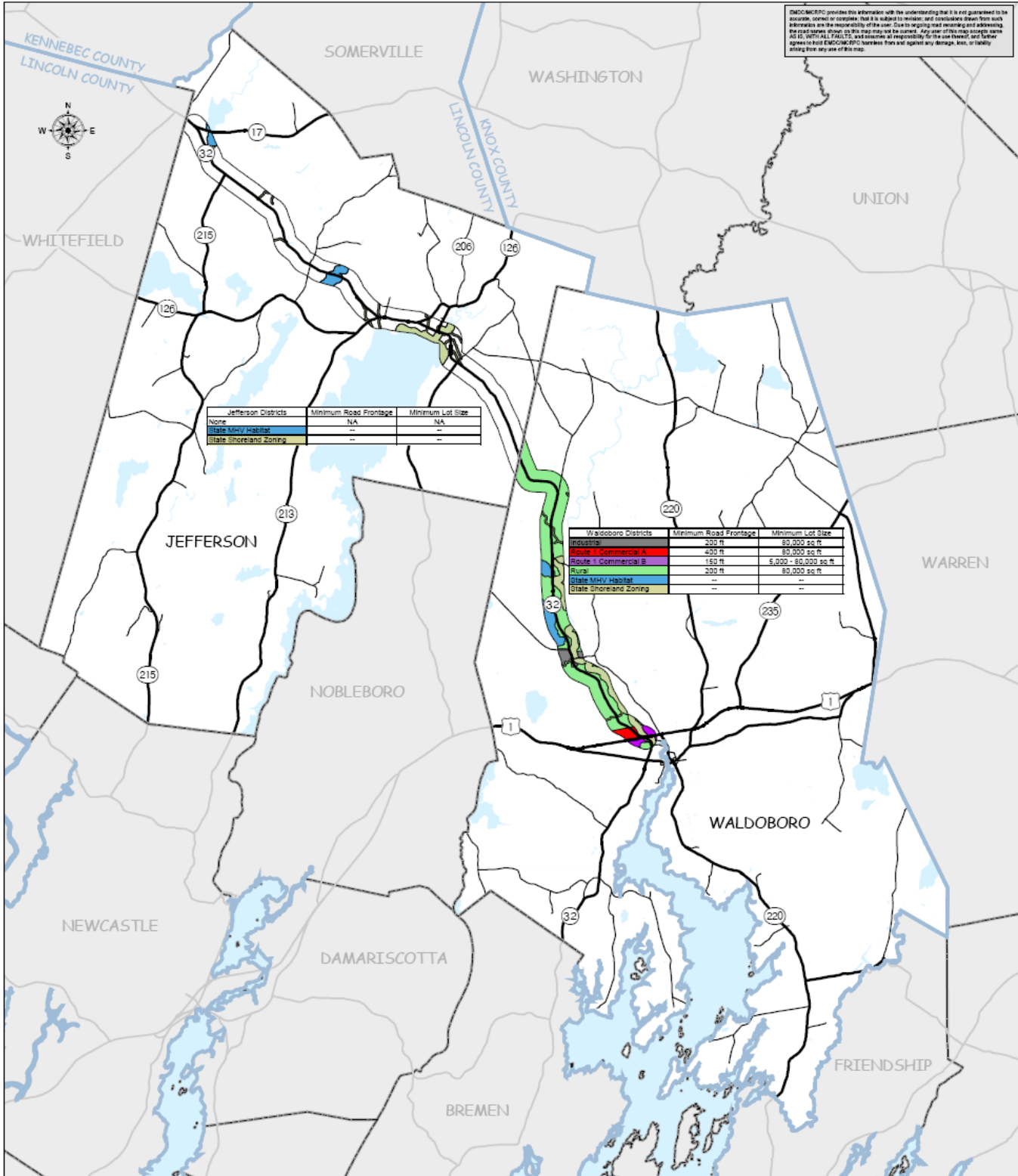
Non-Residential and Combined Residential and Non-Residential Accesses on Route 32			
Name of Business	Location	# of accesses	Description of business
Smeltzer Cremation Service	at Route 1	1	service/retail
Dunkin Donuts	at Route 1	1	convenience/gas
?	near Route 1	2	hair salon
Coastal PT/Waldoboro Fitness	near Route 1	1 continuous	services
Vacant	near Route 1	1 continuous	commercial/industrial
Cake shop ?	between Route 1 and Cross Street	1	bakery and residence
Progressive Grange	between Route 1 and Cross Street	1 continuous	institutional
Waldoboro Business Park	between Route 1 and Cross Street	1	?
Farm	between Cross Street and Orff's Corner	2 plus 1 continuous	farm and residence
Stetson and Pinkham	between Cross Street and Orff's Corner	1 continuous	commercial and residence
Cunningham Farm	between Cross Street and Orff's Corner	6 (both sides of route 32)	farm and residence
Sortwell School ?	between Cross Street and Orff's Corner	1	vacant institutional
Orff's Corner Cemetery ?	between Cross Street and Orff's Corner	2	institutional
Evergreen Nursery	between Cross Street and Orff's Corner	1	commercial nursery
Orff's Corner Community Church	between Cross Street and Orff's Corner	1	institutional
Belted Cow/Prock Ridge Farm	between Orff's Corner and East Pond Road	2 plus 1 continuous	retail
George's Shop	between Orff's Corner and East Pond Road	1	service and residence
Reed/Country Creations ?	between Orff's Corner and East Pond Road	2	contractor/retail and residence
Gary's Welding	between Orff's Corner and East Pond Road	1	service and residence
Country Canary	between Orff's Corner and East Pond Road	1	service and residence
Maine Forest Service	between Orff's Corner and East Pond Road	1	institutional
State Park	between East Pond Road and Augusta Road	1 divided	recreational
Jefferson Scoops	between East Pond Road and Augusta Road	1 continuous	retail
Old Jefferson Fire Station	between East Pond Road and Augusta Road	1 (wide)	vacant institutional
Jefferson Market	between East Pond Road and Augusta Road	2 continuous (both sides of Route 32)	retail
All Seasons Automotive	between East Pond Road and Augusta Road	1 continuous	service
Jefferson Fire Station	between East Pond Road and Augusta Road	2	institutional
Bond Brothers	between East Pond Road and Augusta Road	1 plus 1 continuous	retail
First Baptist Church	between East Pond Road and Augusta Road	1	institutional
Truth Baptist Church	between Waldoboro Road and Route 17	1	institutional
Pawz Dog and Cat Grooming	between Waldoboro Road and Route 17	1	service and residence
Jefferson Redemption	between Waldoboro Road and Route 17	1 continuous	service
County Fair Farm	between Waldoboro Road and Route 17	1 plus 1 continuous	farm and retail
Farrin's County Firearms	between Waldoboro Road and Route 17	1	retail and residence
Breezy Acres Farm	between Waldoboro Road and Route 17	3	farm and residence
Jack Meehan Construction	between Waldoboro Road and Route 17	1 (just off Route 32)	contractor and residence

Total accesses - 41 plus 13 continuous

Through analysis of land use and transportation trends, and public input, the Gateway 1 US Route 1 Corridor Preservation Strategic Planning Process compiled suggested growth cores where if future development takes place, that development would not degrade the capacity or safety of Route 1 or the scenic quality of surrounding rural areas, and could be serviced by public transportation. See the *Gateway 1 Cores* map.

Land Use Objectives (from the 2005 Regional Transportation Assessment, Route 32)

- Encourage communities to locate commercial growth areas away from Route 32.
 - Encourage communities to develop consistent and effective access management plans that include provisions for common points of access, shared parking, landscaping requirements, and large frontages.



MIDCOAST STATE ROUTE 32 CORRIDOR

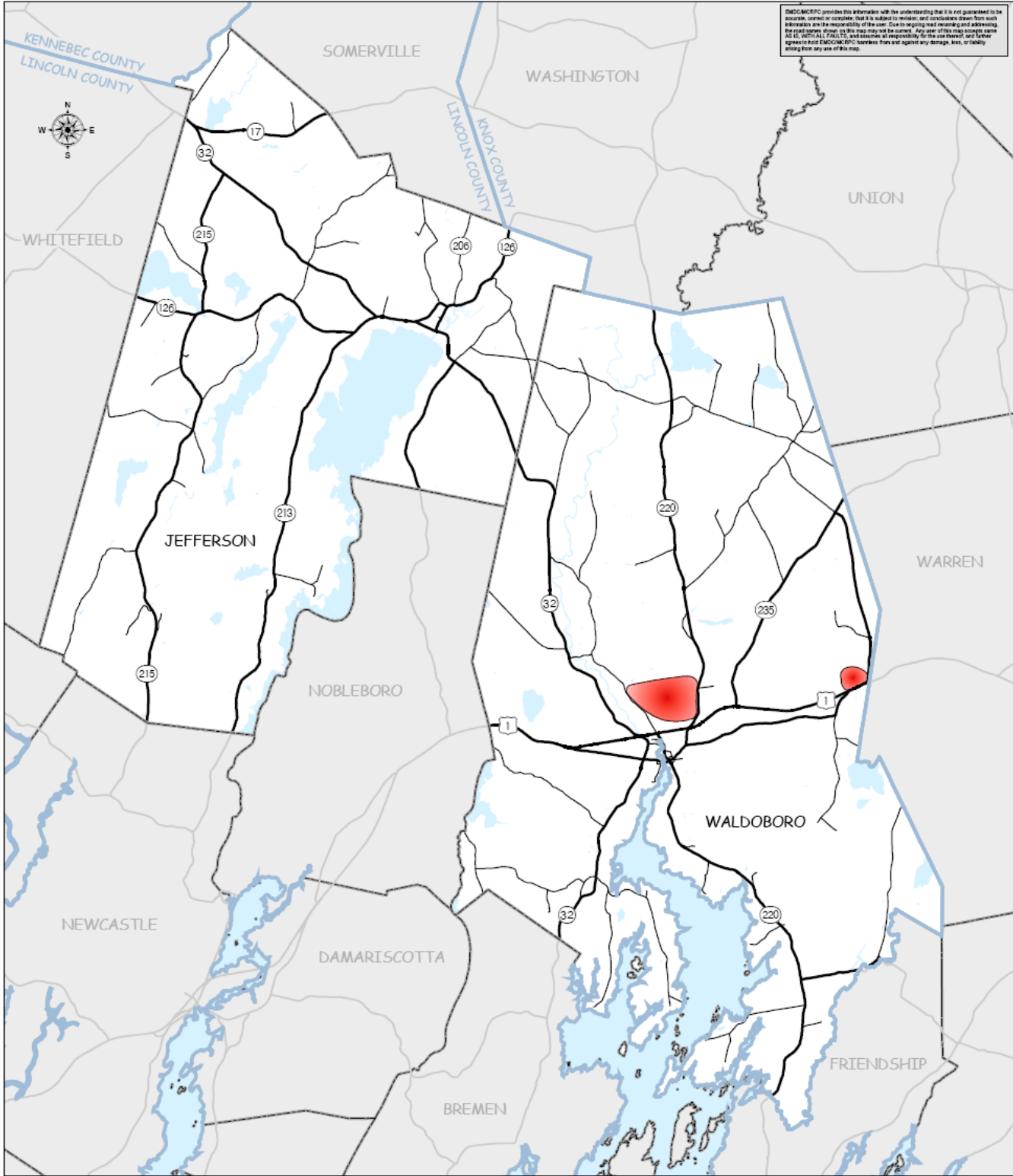
LAND USE DISTRICTS WITHIN 1,000 FEET OF ROUTE 32

Municipal Land Use Ordinances should be consulted for a complete description of land use districts and zones, including performance standards.



Map prepared by Eastern Maine Development Corporation
 Sources: Town Zoning Maps, MEDOT and MEGIS
 Map revised: July, 2009






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MIDCOAST STATE ROUTE 32 CORRIDOR

GATEWAY 1 RECOMMENDED GROWTH CORES

LEGEND

 *Future Area of Concentrated Development*
 These reflect areas which may be appropriate for future growth. These are approximate and not parcel based.



Map prepared by Eastern Maine Development Corporation
 Sources: HNTB, MEDOT and MEGIS
 Map revised: July, 2009

ECONOMIC DEVELOPMENT AND HOUSING

The map titled *Employment and Housing* shows the location and relative size of major employers in the corridor and the density of housing at the census block level for 2000, which indicates where most people live within the corridor. This map also shows the number of housing units by town, the percentage increase since 2000, population growth from 2000 to 2008, and the proportion of residents who work in their home community and who commute to work outside of their community of residence.

Employment

Between 2000 and 2008, the corridor saw a net increase of 83 people in the labor force to total 3,751. During the same period, Lincoln County's labor force increased by 674 people to total 18,436. The corridor saw a slight decrease in employment between 2000 and 2008 with a loss of 21 jobs, while the County saw modest increase of 289 jobs. Employment opportunities did not kept up with the employment needs of residents. The number of unemployed (and seeking work) more than doubled in the corridor to 200 individuals. More of those seeking work have to travel farther from home or relocate out of the area. While more current corridor data is not yet available, employment statistics for the Waldoboro LMA and for Lincoln County had dramatically changed by January 2010 with the unemployment rate and the number of unemployed doubling as a result of a severe recession affecting Maine and the rest of the country.

Labor Force (Annual, Not Seasonally Adjusted)

Source: Maine Department of Labor

Area	Civilian Labor Force			Employed			Unemployed			Unemployment Rate	
	2000	2008	1/2010	2000	2008	1/2010	2000	2008	1/2010	2008	1/2010
Jefferson	1,251	1,306		1,222	1,242		29	64			
Waldoboro	2,417	2,445		2,350	2,309		67	136			
Corridor	3,668	3,751		3,572	3,551		96	200			
Waldoboro LMA	9,482	9,574	9,210	9,246	9,110	8,370	236	464	840	4.8	9.1
Lincoln County	17,762	18,436	17,300	17,238	17,527	15,590	524	909	1700	4.9	9.9

Note: The Waldoboro Labor Market includes these municipalities: Alna, Bremen, Bristol, Damariscotta, Friendship, Jefferson, Monhegan Plantation, Newcastle, Nobleboro, South Bristol, and Waldoboro

In 2008, the largest employer in the County, with over 500 employees, was Miles Memorial Hospital. Medical, social services and education professions have seen growth, while many other sectors have stagnated or decreased. Hospitality occupations provide low wage employment in season. Traditional industries including construction, maritime activities, and related occupations remain

important sectors, although they employ fewer people today than they once did and have been particularly hard hit by the recession. The average wage for Lincoln County workers in 2008 was \$32,574. For the state that figure was \$37,665.

In 2005, Osram Sylvania Inc. closed its electrical apparatus production operations in Waldoboro, resulting in a loss of about 130 jobs. It had been one of the town's largest employers.

**Major Employers (with 100+ employees)
Located in Lincoln County**

Company/Organization Name	Partial Address	Municipality	Sector	Employees
Coves Edge	Schooner St	Damariscotta	Res Care Facilities	100-249
First NA	Main St	Damariscotta	Bank	100-249
Fisherman's Wharf Inn	Commercial St	Boothbay Harbor	Hotels & Motels	100-249
Hannaford Supermarket & Pharmacy	Townsend Ave	Boothbay Harbor	Grocers-retail	100-249
Hannaford Supermarket & Pharmacy	Main St	Damariscotta	Grocers-retail	100-249
Masters Machine Co	Lower Round Pond Rd	Round Pond	Industrial And Commercial Machinery	100-249
Miles Memorial Hospital	Miles St	Damariscotta	Hospital	500-999
Moody's Diner	Atlantic Hwy	Waldoboro	Restaurant	100-249
Newcastle Marine	Hall St	Newcastle	Motor and Generator Manufacturing	100-249
Rocktide Inn & Restaurant	Atlantic Ave	Boothbay Harbor	Restaurant	100-249
Safe Havens	Emery Ln	Boothbay Harbor	Res Care Facilities	100-249
Shaw's Supermarket	Bath Rd	Wiscasset	Grocers-Retail	100-249
St Andrews Hospital	Saint Andrews Ln	Boothbay Harbor	Hospital	100-249
St Andrews Village Retirement	Emery Ln	Boothbay Harbor	Res Care Facilities	100-249
Taction	Jefferson St	Waldoboro	Call center	100-249
YMCA	Townsend Ave	Boothbay Harbor	Rec/Social Services	100-249

Source: Maine Department of Labor, info USA 2008.

Notes: Education employee statistics by school, not aggregated by school district/union/R SU.
Municipal employment not included.

**Major Employers (with 50+ employees)
Located in Route 32 Corridor Municipalities**

Company/Organization Name	Partial Address	Municipality	Sector	Employees
Jefferson Village School	Washington Rd	Jefferson	Education	50-99
NC Hunt/Hunt Lumber	CCC Camp Rd	Jefferson	Building mat.	50-99
Wavus Camps	Wavus Point Rd	Jefferson	Sport rec. camps	50-99
Hannaford Supermarket Pharmacy	Route 1/Route 32	Waldoboro	Grocers-retail	50-99
Medomak Valley High School	Manktown Rd	Waldoboro	Education	50-99
Miller Grade School	Kalers Corner St	Waldoboro	Education	50-99
Moody's Diner	Atlantic Hwy	Waldoboro	Restaurant	100-249
Taction	Jefferson St	Waldoboro	Call center	100-249

Source: Maine Department of Labor, info USA 2008.

Notes: School employee statistics not aggregated by school district/union/RSU. Municipal employment not included.

Employment by industry sector in the Waldoboro Labor Market Area for the 4th Quarter 2008 is shown in the next table. The top three sectors were health care/social assistance, retail trade, and education. Recent data at the town level is not available.

Employment by Industry Sector: Waldoboro Labor Market Area

Industry Sector	Establishments	Employees
Health Care and Social Assistance	53	1,218
Retail Trade	128	1,022
Education Services	19	667
Accommodation and Food Services	62	560
Construction	160	446
Manufacturing	38	414
Admin., Support, Waste Mgmt, Remediation	32	233
Other Services (except Public Admin.)	71	222
Public Administration	14	194
Finance and Insurance	19	193
Transportation and Warehousing	32	159
Professional, Scientific & Technical Svc	68	125
Agriculture, Forestry, Fishing & Hunting	68	123
Wholesale Trade	41	123
Information	7	111
Management of Companies and Enterprises	6	102
Arts, Entertainment, and Recreation	15	42
Real Estate and Rental and Leasing	30	42

Source: Maine Department of Labor

Note: The Waldoboro Labor Market includes these municipalities: Alna, Bremen, Bristol, Damariscotta, Friendship, Jefferson, Monhegan Plantation, Newcastle, Nobleboro, South Bristol, and Waldoboro

Employment by industry sector in Lincoln County for the 4th Quarter 2008 is shown in the next table. The top three sectors were retail trade, health care/social assistance, and education.

Employment by Industry Group: Lincoln County

Industry Group	Establishments	Employees
Retail Trade	232	1,785
Health Care and Social Assistance	95	1,770
Education Services	33	1,272
Accommodation and Food Services	159	1,117
Construction	295	796
Manufacturing	78	784
Admin., Support, Waste Mgmt, Remediation	83	480
Public Administration	39	475
Other Services (except Public Admin.)	123	427
Finance and Insurance	40	385
Professional, Scientific & Technical Svc	137	382
Transportation and Warehousing	57	280
Arts, Entertainment, and Recreation	48	208
Wholesale Trade	58	185
Information	18	165
Agriculture, Forestry, Fishing & Hunting	95	154
Management of Companies and Enterprises	6	102
Real Estate and Rental and Leasing	50	77
Utilities	6	34

Source: Maine Department of Labor

Waldoboro had more than 10.6 times the taxable sales volume of Jefferson in 2004. That figure decreased to 9.2 times in 2008. Over the past five years, taxable sales have stagnated in the corridor, with a slight decrease of -0.6%, attributed entirely to losses in Waldoboro, as Jefferson saw an increase in taxable sales. In 2004, the corridor accounted for 11.9% of County taxable sales. That figure increased slightly to 12.9% in 2008, which was due to a significant decline in taxable sales countywide. By this measure, Waldoboro has fared better than the County during the recent economic downturn.

**Total Taxable Sales
for Route 32 Corridor Municipalities**

Area	2004	2008	Change
Jefferson	3,446,200	3,905,800	13.3%
Waldoboro	36,466,400	35,755,600	-1.9%
Corridor	39,912,600	39,661,400	-0.6%
Lincoln County	335,791,400	307,716,300	-8.4%

Source: Maine Revenue Services

Note: These figures do not include taxes collected from the sale of real estate.

Given the current focus of economic activity, with major employers and retail centers along Route 1, similar type development is likely to continue and may locate near the Route 32 - Route 1 intersection. With increasing congestion along Route 1, Route 32 may become more attractive for medium and large-scale development. This could include retail, warehousing and distribution activities, and to provide an alternative shopping venue for those traveling to and through Belfast.

Housing

The largest concentrations of housing in the corridor are found in Waldoboro near Route 1. Traditional village areas in each of the other corridor communities have modest density, including Winslows Mills and Orff's Corner in Waldoboro and Jefferson Village. See the *Employment and Housing* map. Many shoreland areas have higher densities due principally to the amount of seasonal homes. Newer housing tends to be spread along towns and state roads at lower densities than has been built traditionally, as illustrated on the Route 32 Residences maps at the end of the section. These maps show that available road frontage on Route 32 and intersection roads is being used for new residential development to a greater extent than on new subdivision roads. Jefferson is growing at a faster rate than Waldoboro, but in absolute terms Waldoboro has issued more housing permits over the last 9 years than has Jefferson. The corridor communities are estimated to have 4,226 housing units in 2008, which is 18.3% of Lincoln County's housing stock.

The Institute of Transportation Engineers has estimated that a single-family detached house generates almost ten trips per day on average. An apartment or mobile home generates about five trips per day on average. Trips to and from vacation homes are generated in season. Assuming a mix of housing types based on estimated distributions, the corridor has on average approximately 3,951 more daily vehicle trips on area roadways due to the increase in housing built from 2000 to 2008. A good portion of the traffic on state roads, however, is not generated locally, but is based on through trips by people who live and/or work outside of the corridor.

Housing Units of Route 32 Corridor Municipalities

Area	1990	2000	Growth 1990-2000	Housing Unit Permits Issued 2000-2008	Est. Housing Units 2008	Growth 2000-2008	Growth 1990-2008
Jefferson	1,219	1,427	17.1%	207	1,634	14.5%	34.0%
Waldoboro	2,039	2,360	15.7%	232	2,592	9.8%	27.1%
Corridor	3,258	3,787	16.2%	439	4,226	11.6%	29.7%
Lincoln County	17,538	20,849	18.9%	2,197	23,046	10.5%	31.4%

Source: Census, Claritas, US HUD

Over the past twenty years, the growth in the number of households has occurred at a faster rate than the growth in population. This is due to a decrease in average household size resulting from the in-migration of retiree-aged households, empty nesters, more families headed by single parents, reduced birth rates, among other causes. In addition, there has been continued construction of vacation/second homes that are used seasonally, whose residents are not included in the year round population figures.

Households of Route 32 Corridor Municipalities

Area	1990	2000	Growth 1990-2000	2009	Growth 2000-2009	Growth 1990-2009
Jefferson	764	945	23.7%	924*	-2.2%	20.9%
Waldoboro	1,738	1,983	14.1%	2,127	7.3%	22.4%
Corridor	2,502	2,928	17.0%	3,051	4.2%	21.9%
Lincoln County	11,968	14,158	18.3%	15,302	8.1%	27.9%

Source: Census, Claritas, MSHA (*Decrease from previous years unexplained)

Housing Affordability

According to the Maine State Housing Office (MSHA), housing in Jefferson was affordable to the median income household (\$52,800) in 2009. In fact, the median income household could afford 120% of the median household price of \$135,000 in Jefferson. MSHA estimated in 2008 that 31 additional subsidized rental units are needed in Jefferson for those who earn 50% of the area median income; currently 15 such units are occupied.

In Waldoboro, the median income household (\$44,186) could afford 106% of the median house price of \$125,000 in 2009. MSHA estimated in 2008 that 9 additional subsidized rental units are needed in Waldoboro for those who earn 50% of the area median income, currently 122 such units are occupied.

In Lincoln County, the median income household (\$46,921) could afford 87% of the median house price of \$165,000 in 2008, which was actually a significant improvement from 74% in 2008. Still, housing on average is more affordable in the corridor communities of Jefferson and Waldoboro than in the County as a whole.

Commuting

While most employment has remained in service centers large and small like Augusta, Rockland, Damariscotta, and Waldoboro, average commute times and the total vehicle miles traveled have increased as more people live further away from their workplace in areas that often lack public transportation.

The numbers and percentages of commuters in each community who drive to work alone increased from 1990 to 2000, as carpooling decreased and scheduled, fixed-route public transportation was not readily available.

Commuting Methods for Route 32 Corridor Municipalities

Area	1990			2000				
	Drove Alone	Carpooled	Public Transportation	Drove Alone	Carpooled	Public Transportation	Walked	Worked at home
Jefferson	66.3%	24.6%	0.5%	79.5%	10.5%	0.0%	2.2%	6.2%
Waldoboro	71.4%	16.6%	0.0%	76.9%	13%	0.0%	3.0%	5.6%
Corridor	69.7%	19.3%	0.2%	77.8%	12.2%	0.0%	2.7%	5.8%
Lincoln County	70.5%	16.4%	0.7%	76.5%	12.3%	0.2%	3.8%	6.2%

Source: Census (Workers 16 and Older)

From 1990 to 2000, commute times increased in each corridor community. More recent commuting data is not available.

**Mean Travel Time to Work
for Route 32 Corridor Municipalities**

Area	Time (in minutes)		
	1990	2000	Change
Jefferson	27.1	29.7	9.6%
Waldoboro	22.0	24.0	9.1%
Lincoln County	21.6	23.4	8.3%

Source: Census (Workers 16 and older who did not work at home)

More than 38% of Waldoboro residents who worked in 2000 did so in their town of residence. 18% of Jefferson residents worked within their community in 2000. More recent commuting data is not available although with the closure of Osram Sylvania, the percentage for Waldoboro has likely declined since 2000.

Place of Work for Route 32 Corridor Municipalities (2000)

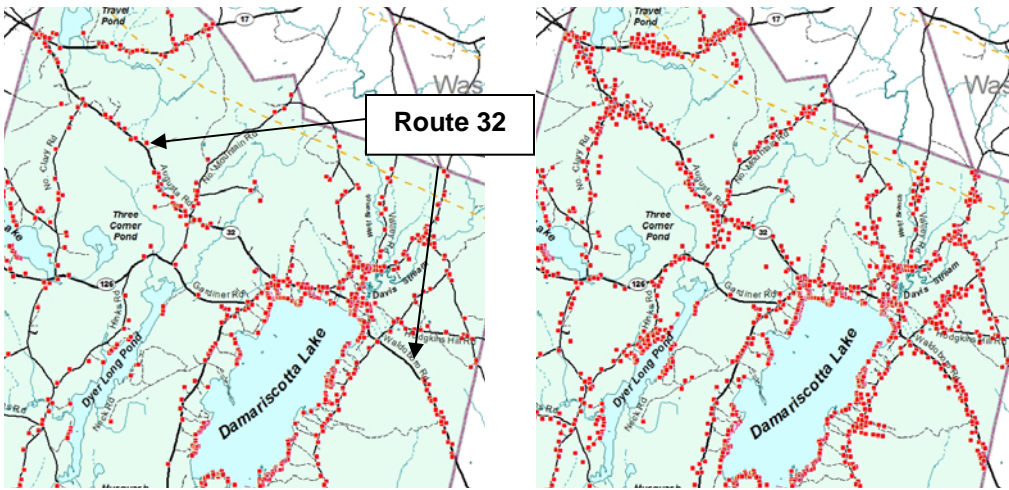
Area	Worked and Resided in Same Municipality	Worked outside Resident Municipality but within Lincoln County	Worked in other Maine County
Jefferson	208	318	621
Waldoboro	853	483	826
Corridor	1,061	801	1,447
Lincoln County		10,286	5,196

Source: Census

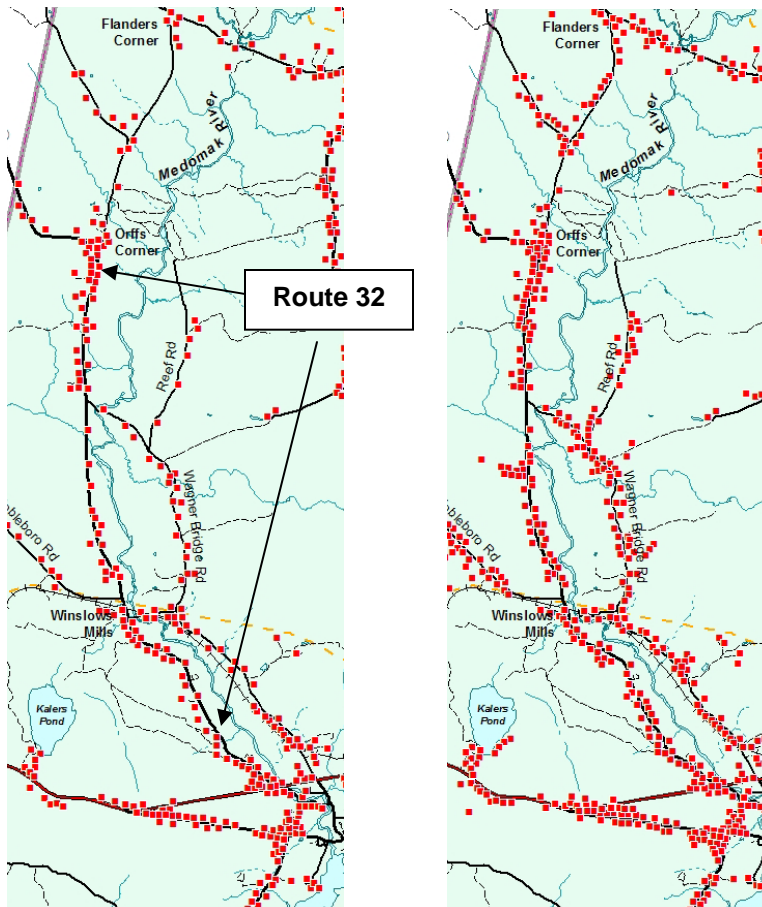
Economic Development and Housing Objectives (from the 2005 Regional Transportation Assessment, Route 32)

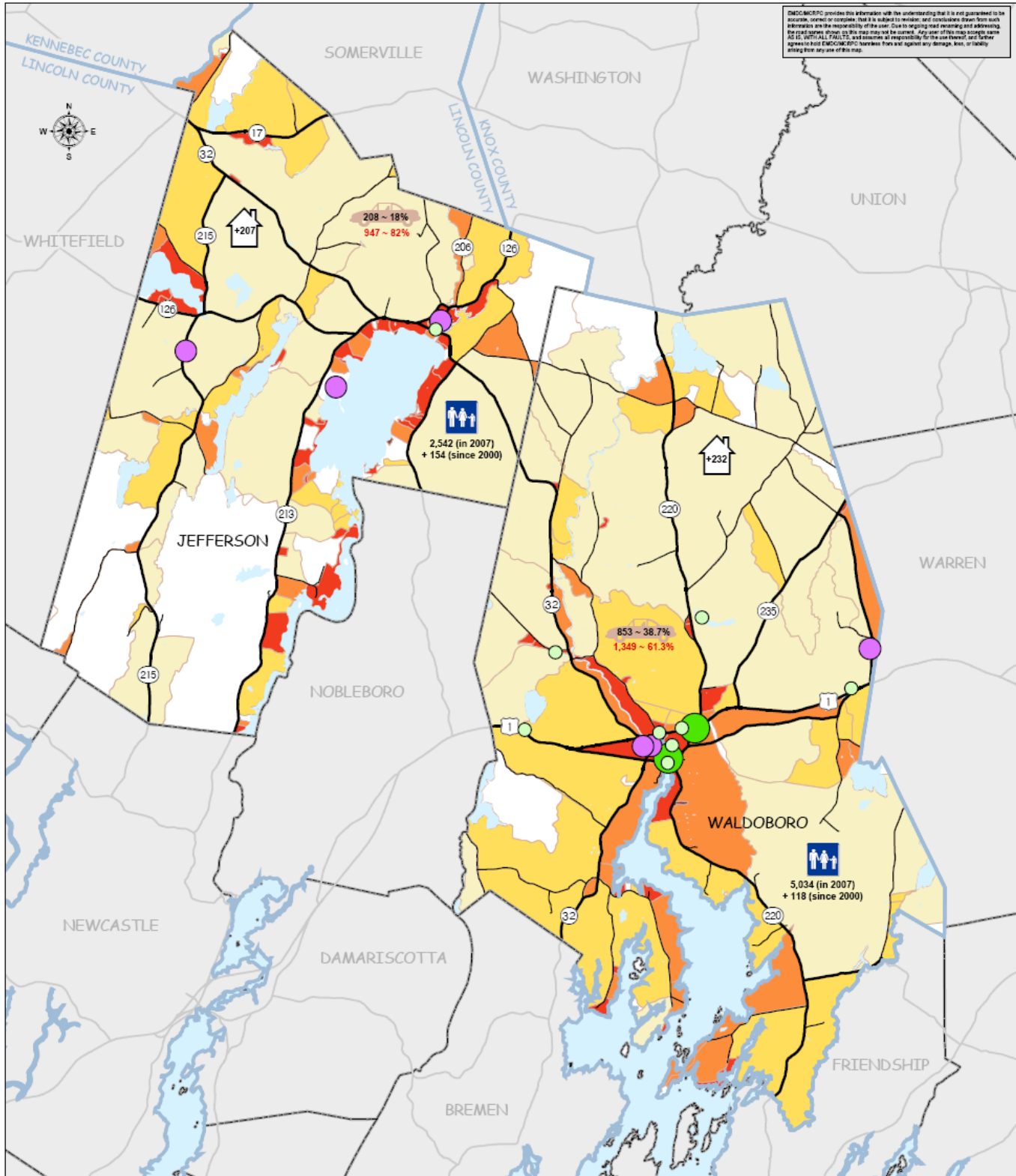
- Continue to work with all communities to ensure mobility along Route 32 as well as safe access to businesses and residences.
- Encourage communities to view mobility along Route 32 as being essential for the future economic vitality of the area, and to take steps to minimize growth patterns, such as strip commercial development, that will limit mobility.

Route 32 Residences - Jefferson
1973 **2006**



Route 32 Residences - Waldoboro
1973 **2001**

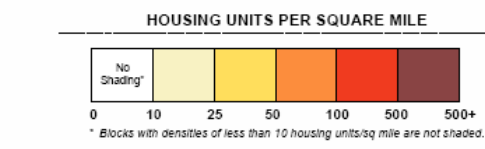




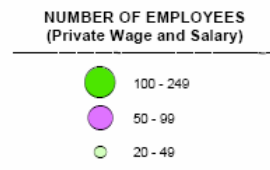
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MIDCOAST STATE ROUTE 32 CORRIDOR

EMPLOYMENT AND HOUSING



- Population Estimate (2007) and change since 2000
- Total number of housing permits issued from 2000 - 2008
- Journey to Work (2000)
- Reside and Work in Same Town (Number ~ Percentage)
- Balance Who Work Outside of Town (Number ~ Percentage)



Map prepared by Eastern Maine Development Corporation
 Sources: MCRPC, MEDOT, MEGIS, SPO, US Census and US HUD
 Map revised: July, 2009

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5. NATURAL AND SCENIC RESOURCES

The corridor's natural resources are notable. Some may be threatened by increased development pressure. Just as with transportation planning, there is a case to be made for regional cooperation in matters affecting the integrity of the region's land, air, and water. The corridor is mostly forested, a shift from agricultural uses that predominated. There are large areas of wetlands and surface waters.

The map titled *Natural Resource Constraints* shows moderate and high value wetland habitats (10+ acres in size) that are or will be regulated through shoreland zoning, wetlands in the National Wetlands Inventory, current shoreland zoning along water bodies, and soils associated with steep slopes (15% and greater). Also shown are aquifers of significant yield (10-50 and 50+ gallons per minute), essential and other rare animal habitats, Maine Natural Area Program Rare or Exemplary Natural Communities, and Focus Areas of Statewide Ecological Significance. Other habitat areas including deer wintering areas, rare animals, and waterfowl/ wading bird habitat are shown as well.

Primary Natural Constraints

Area	Natural Constraints/Zones Abutting or Near Route 32
Jefferson	Shoreland Zoning, Damariscotta Lake, Davis Stream, Dyer River, Moderate and High Value Wetland Habitats, Deer Wintering Area, Waterfowl/Wading Bird Habitat
Waldoboro	Shoreland Zoning, Medomak River, Moderate and High Value Wetland Habitats

Source: Maine Department of Environmental Protection

Notes: Focus Areas of Statewide Ecological Significance are defined by the Maine Department of Conservation as areas with habitats worth protecting but not necessarily containing endangered species. Significant Wildlife Habitats are areas with species appearing on the official state or federal lists of endangered or threatened animal species; high and moderate value deer wintering areas and travel corridors; high and moderate value waterfowl and wading bird habitats. Essential and other rare animals includes nesting and feeding areas; shorebird nesting, feeding and staging areas and seabird nesting islands; and significant vernal pools.

Outside of Waldoboro's downtown and the surrounding areas served by public/private water lines, most other residents and businesses in the corridor depend on private drilled wells for drinking water. In the past in Maine and in the region, considerable wetland acreage has been lost or impaired through draining, filling and development. Wetlands are critical to groundwater supplies and the protection of water quality, as well as for storm water management necessary to reduce flooding, and wildlife habitats.

Water bodies abut and are found a short distance from Route 32, the largest of which is Damariscotta Lake and the Medomak River. In addition to their environmental value, lakes, ponds and rivers along the corridor are valued by residents for their scenic beauty and for recreational use. Principal views by type (fields, water, hills, etc.) that can be seen (some only in winter) from Route 32 are indicated on the map titled *Scenic Views from Route 32* and in the following photos. See also the map titled *Topography*, which illustrates areas of high elevation.

Natural Resource Objectives

- Protect the water quality of water bodies within the corridor
- Reduce runoff to Damariscotta Lake to avoid contamination from road deicing chemicals
- Identify areas for environmental protection

Scenic Resource Objectives

- Consider scenic views, including views to the Medomak River, in permitting development projects
- Identify areas for scenic preservation
- Preserve street trees where possible when Route 32 is reconstructed
- Future structures in Jefferson village should be compatible in scale and appearance to existing development
- Encourage new development in agricultural fields to be sited on the edge of fields and woods in order to preserve pastoral views

Medomak River near Route 1 Intersection and at Winslows Mills



Pastoral Views Along Route 32 in Waldoboro



Medomak River from Route 32 and Orff's Corner



Pastoral View from Route 32 and Davis Stream



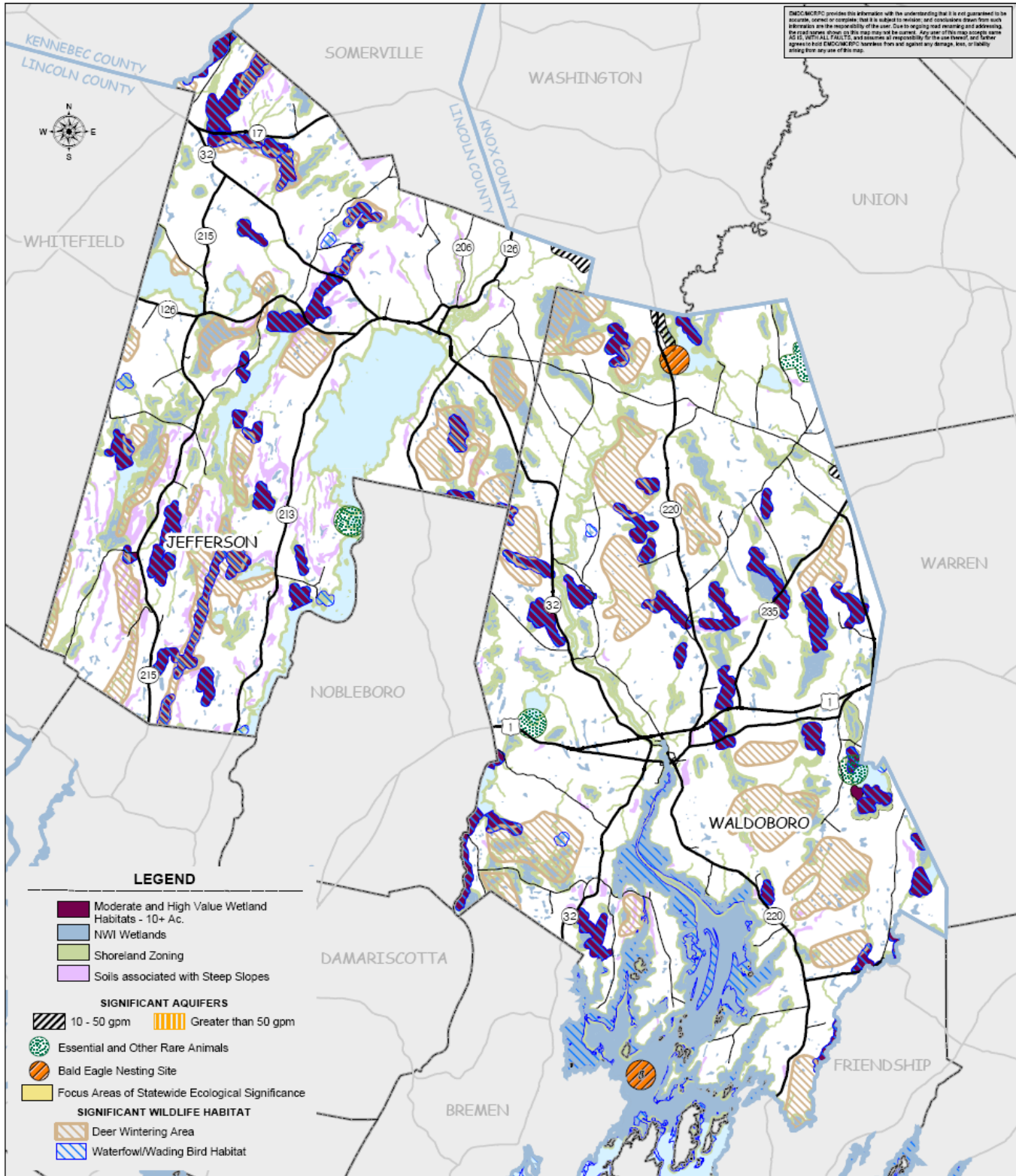
Jefferson Village



First Baptist Church and Damariscotta Lake from Route 32



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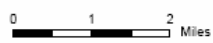
LEGEND

- Moderate and High Value Wetland Habitats - 10+ Ac.
 - NWI Wetlands
 - Shoreland Zoning
 - Soils associated with Steep Slopes
- SIGNIFICANT AQUIFERS**
- 10 - 50 gpm
 - Greater than 50 gpm
- Essential and Other Rare Animals
 - Bald Eagle Nesting Site
 - Focus Areas of Statewide Ecological Significance
- SIGNIFICANT WILDLIFE HABITAT**
- Deer Wintering Area
 - Waterfowl/Wading Bird Habitat

MIDCOAST STATE ROUTE 32 CORRIDOR

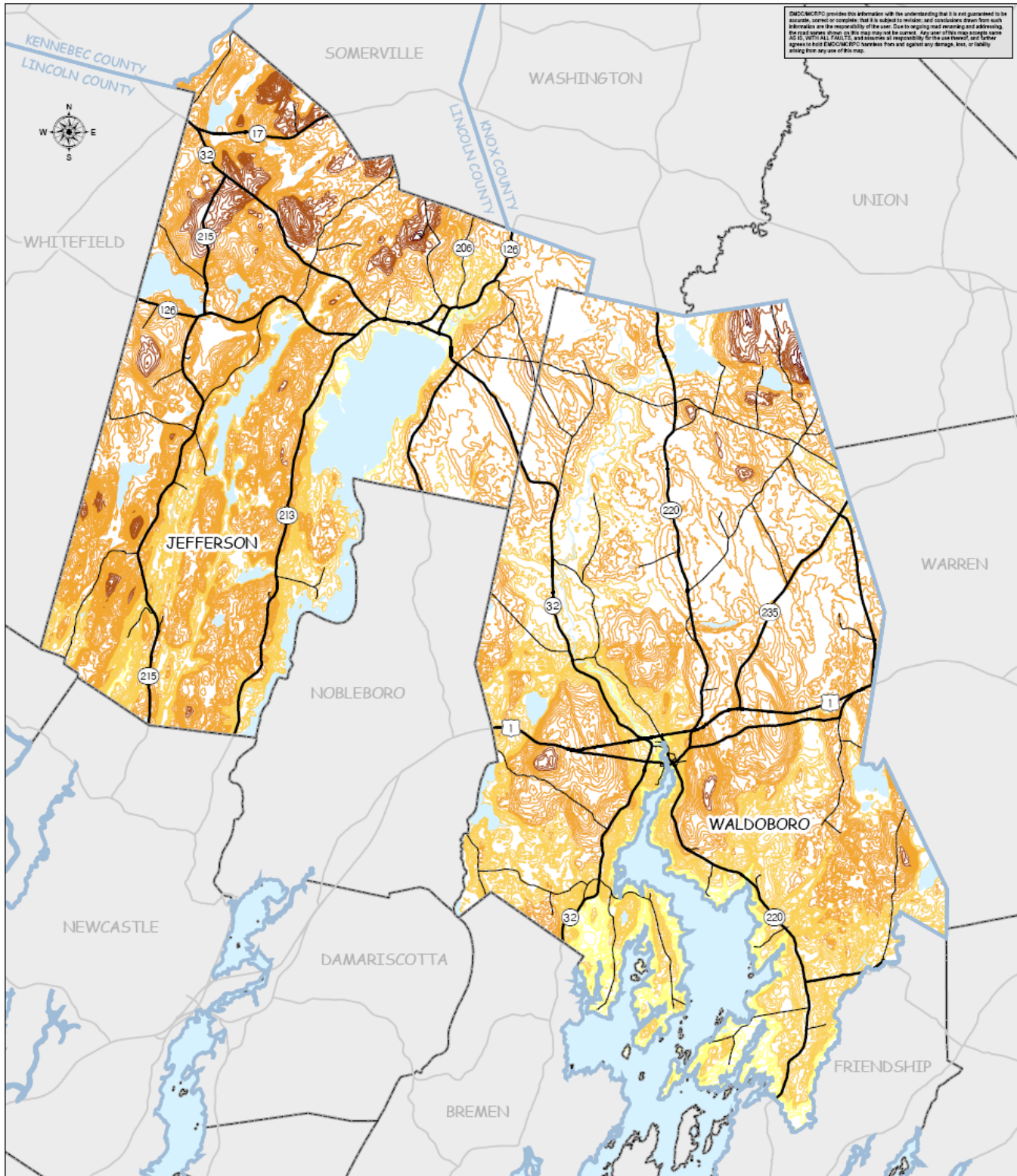
NATURAL RESOURCE CONSTRAINTS

Shoreland zoning as shown on this map depicts the jurisdictional boundary as required by the Maine Department of Environmental Protection (DEP). Refer to the town's shoreland zoning map for district descriptions.



Map prepared by Eastern Maine Development Corporation
 Sources: NRCS, MEDOT, MEIFW, MNAP, MGS, USFWS and MEGIS
 Map revised: July, 2009

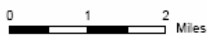




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MIDCOAST STATE ROUTE 32 CORRIDOR

TOPOGRAPHY

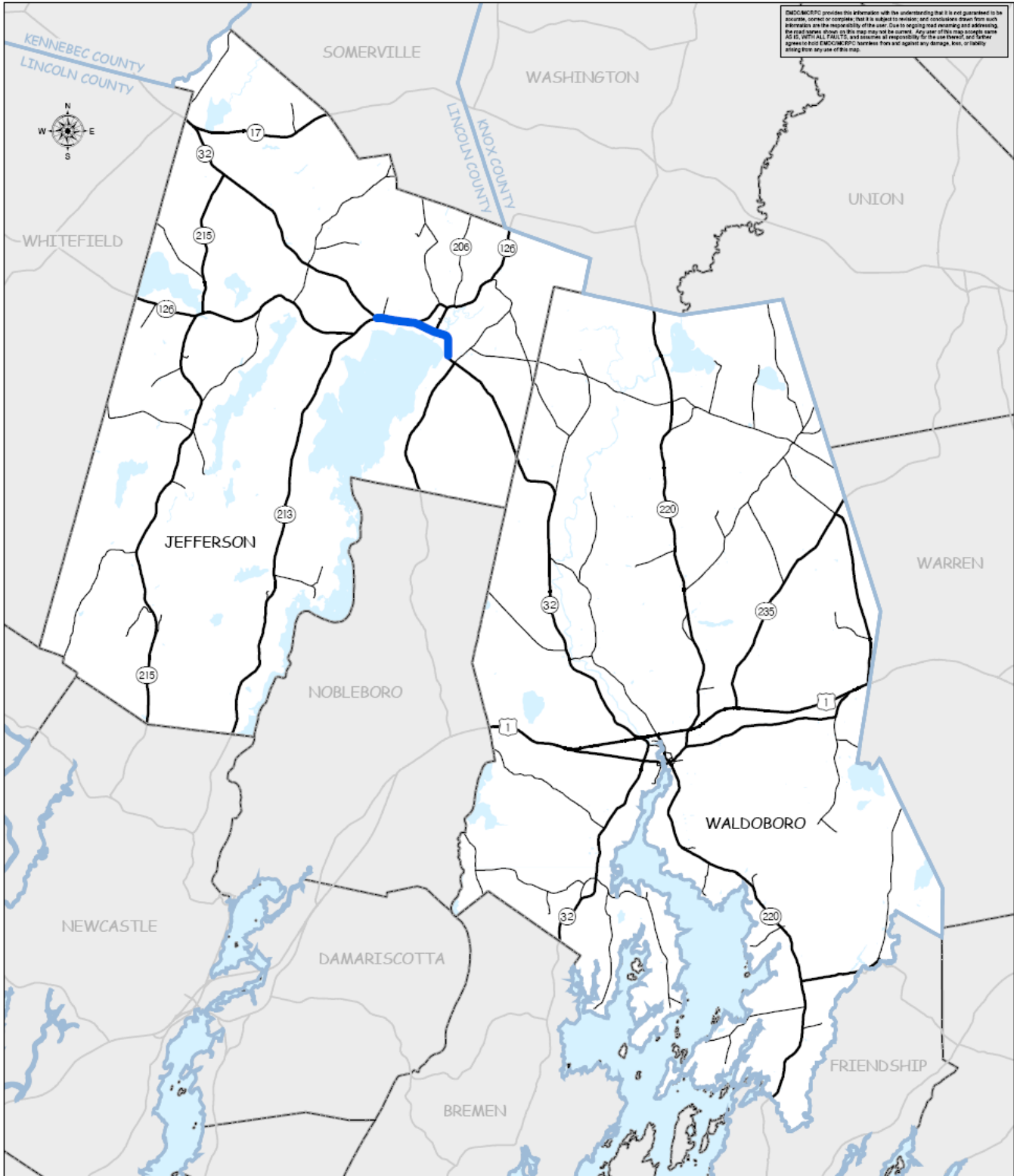


Map prepared by Eastern Maine Development Corporation
 Sources: USGS, MEDOT and MEGIS
 Map revised: July, 2009

ELEVATION (FEET)

- 0 - 50
- 51 - 150
- 151 - 300
- 301 - 450
- 451 - 500





MIDCOAST STATE ROUTE 32 CORRIDOR

SCENIC VIEWS FROM ROUTE 32

SCENIC VIEWS
— — — — —

Water

Map prepared by Eastern Maine Development Corporation
 Sources: MCRPC, MEDOT and MEGIS
 Map revised: July, 2009

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6. CORRIDOR INVESTMENTS AND IMPROVEMENTS SOUGHT

This corridor management plan has described municipal and regional transportation, land use, economic development, housing, and natural and scenic resources, and has defined general objectives of the corridor communities. From this, an informed selection (listed below) has been made of essential transportation-related investments to meet the needs of residents, businesses, and others who use this corridor. Many of these investments will require specific analysis and evaluation by Maine DOT and transportation engineers to determine appropriate solutions, based on accepted transportation and civil engineering principles, before implementation can occur. Maine DOT is requested to review these recommendations and consider them when proposing and making improvements in the corridor. Given increasingly constrained transportation budgets, and the rising costs of construction materials, it becomes even more crucial that new transportation investments be based on serving the best interests of the corridor and region as a whole.

Route 32 Corridor Management Plan Recommendations

(Immediate = within 2 years, Midterm = 2-5 years, Long term = 5-10 years)

Investment Descriptions/ Recommendations	Town	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Access management controls for new entrances strengthened	Waldoboro Jefferson	Throughout	Safety - maintain posted speed through controlled development/redevelopment of entrances, encourage shared entrances, assure safe sight distances	Towns, MDOT	Midterm
Identify pedestrian areas with signs, pavement markings, crosswalks	Waldoboro Jefferson	Route 1 intersection, Jefferson village, Washington Road, Winslows Mills	Safety - install signs where pedestrians, especially children, frequent. These would include the Davis Stream bridge and Jefferson elementary school	MDOT, Towns	Immediate
Encourage shared entrances for new businesses and shared points of access for new residences	Waldoboro Jefferson	Throughout	Safety - fewer new entrances will reduce the number of conflicts between through traffic and vehicles entering and exiting properties	Towns, MDOT	Immediate, ongoing
Grade changes - reduce vertical curves	Waldoboro Jefferson	Route 17 at Peaslee's Store, vicinity of Eames Road, Village Street, Orff's Corner	Safety - poor sight distance	MDOT	Longterm
Guardrails	Jefferson	Route 17 at Peaslee's Store	Safety - reduce damage due to vehicles running off the road into deep ditches	MDOT	Midterm
Intersection realignment	Jefferson	Waldoboro Road-Augusta Road intersection	Safety - convert to "T" intersection or increase radius of slip lane to reduce speed of vehicles using slip lane, thereby improving safety of adjacent accesses	MDOT	Immediate

Investment Descriptions/ Recommendations	Town	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Intersection realignment, signage	Waldoboro	Orff's Corner Road intersection	Safety - relocate or reconfigure intersection to improve radius of turning movement of vehicles exiting Orff's Corner Road and install signage alerting drivers to trucks entering from Orff's Corner Road	MDOT	Midterm
Intersection improvement	Jefferson	Village Street intersection	Safety - consider installing raised median or pavement markings on the west side of the Route 32-Village Street intersection to improve sight distance of vehicles turning north on Village Street	MDOT	Immediate
Intersection study	Waldoboro	Route 1 intersection	Safety - conduct turning movement study at intersection and Dunkin Donuts drive-thru, which serves as a de facto bypass, to determine if intersection realignment or installation of left turn arrow for east-bound Route 1 traffic is warranted	MDOT	Immediate
Intersection sight distance improvements	Jefferson	Washington Road, East Pond Road	Safety - remove vegetation within right of way to improve sight distance	MDOT	Immediate
Intersection study	Waldoboro	Route 32 at Main Street	Safety - evaluate whether two-way stop should be reversed or converted to four-way stop	MDOT	Immediate
Emergency activated warning light	Jefferson	Jefferson Fire Department entrance	Safety - install warning light for emergency vehicles exiting fire department	MDOT	Midterm
Road realignment	Jefferson	Jefferson village	Safety - evaluate feasibility and impact on adjacent residences of relocating Route 32 between the Davis Stream bridge and the ice cream shop further south in order to increase parking and maneuvering area at the store and eliminate vehicles from parking partly within right of way	MDOT, Town	Midterm
Reconstruct road	Waldoboro Jefferson	Throughout	Safety - drainage problems, poor base and deteriorated shoulders are creating safety problems for vehicles	MDOT	Immediate
Install paved shoulders for pedestrian, bike use, "share the road" signage	Waldoboro Jefferson	Throughout	<ul style="list-style-type: none"> • Route 17 to Waldoboro Road - 2' • Route 213 at Wavus to Crescent Beach - 4' • Jefferson Village (Washington Road, Village Street) - 4' • Crescent Beach to Orff's Corner - 2' • Orff's Corner - 4' • Orff's Corner to Winslows Mills - 2' • Winslows Mills - 4' • Winslows Mills to Route 1 - 2' 	MDOT	Longterm

Investment Descriptions/ Recommendations	Town	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Environmental Impact Study	Jefferson	North Nobleboro Road to Damariscotta State Park	Environmental - evaluate impact of deicing chemicals on lake water quality and divert runoff if necessary	MDOT	Midterm
Scenic view preservation	Waldoboro	Waldoboro - Orff's Corner, Cunningham Farm, Views to Medomak River	Revise local ordinances to consider impact of new development on scenic and pastoral views	Town	Midterm
Speed survey	Jefferson	Jefferson village, near Route 1	Safety - evaluate whether existing speed limits are appropriate, including whether existing 25 and 35 M.P.H. zones near Route 1 should be combined into a single zone	MDOT	Immediate
Economic development	Waldoboro	Winslows Mills, Route 17 intersection	Economy - evaluate expanding industrial district around Waldoboro Environmental park and evaluate commercial development potential of land on the east side of Route 32 at Route 17	Towns	Midterm
Reduce horizontal and vertical curves as appropriate	Waldoboro	700 Winslows Mills Rd 920 Winslows Mills Rd 1600 Winslows Mills Rd 2800-2900 Winslow Mills Rd	Safety - hills and/or curves creates severe sight distance limitation	MDOT	Midterm