



Route 129/130 Multi-Modal Corridor Management Plan

Route 129/130 Multi-Modal Corridor Management Plan For Bristol, Damariscotta, and South Bristol

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Cover image of Pemaquid Point courtesy of Dave Cleaveland, MaineImaging.com.

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Vision Statement

The Route 129/130 Corridor Towns (Damariscotta, Bristol, and South Bristol) envision the Pemaquid Peninsula connected by a corridor accessible to all users. A well-maintained, attractive roadway is essential for our lifeblood of the peninsula -- there are no practical alternative routes onto/off of the peninsula. Residents rely upon the corridor to get to work, to the hospital, the school, library, and stores; businesses rely on the corridor to bring in supplies, ship out products, and carry fish, precision parts, and boats. An improved and well-maintained roadway will also serve the thousands of visitors and hundreds of summer residents to more easily access the area's natural beauty and stunning views using a variety of different modalities — car, bike, and foot.

The Corridor Towns recognize that transportation projects, including maintenance, are costly. They also recognize that the current MaineDOT funding is inadequate to support needed improvements and maintenance throughout the State, including the recommendations contained in this report. The three communities intend to work with MaineDOT to advocate for better funding, and to facilitate and improve roadway maintenance in our region.

1. Overview

A multimodal corridor management plan summarizes municipal and regional transportation, land use, economy, housing, and natural and scenic resources to define general objectives and to prioritize transportation investments that are necessary to meet the current and future needs of the corridor communities and the region.

To ensure that community concerns are addressed, municipal representatives from each corridor community were appointed to the Route 129/130 Advisory Committee by each corridor town. The Advisory Committee helped to identify corridor assets and needs, and draft recommendations for future investments. Adopted municipal comprehensive plans and ordinances were reviewed in the drafting of this plan. The Damariscotta-Newcastle Bicycle and Pedestrian Plan and the Bristol Bicycle and Pedestrian Plan were both reviewed when considering bicycle and pedestrian accommodations along the corridor.

The Route 129/130 Corridor includes the municipalities of Damariscotta, Bristol, and South Bristol, and is approximately 22 miles long. The corridor (for the purposes of this planning project) extends from Route 1B in Damariscotta to Pemaquid Point in Bristol and The Gut in South Bristol. The corridor is a Major/Urban Collector along most of its route except for the Minor Collector status from the Route 32 intersection in New Harbor to Pemaquid Point (~2.8 miles). The entire length is a two-lane highway that passes through the communities of Damariscotta, Bristol Mills, Pemaquid, New Harbor, Walpole, and South Bristol.

The highest traffic volumes on Route 129/130 are in Damariscotta, north of the Miles Road (Lincoln Health) intersection (SR 129 S/O Cross Street) and south of the School Street intersection (SR 129 S/O Westview Road). The Factored Annual Average Daily Traffic (FAADT) at these respective locations was 5,730 and 6,730 in 2013, and 6,180 and 6,570 in 2010. The presence of Lincoln Health as a traffic generator and School Street as an alternative route is a situation unique to this corridor. Seasonal tourism to the Pemaquid historic attractions and surrounding amenities increase the strain on the roadway. Additional information on transportation can be found in Section 2.

Damariscotta is the only corridor town to have a current comprehensive plan—adopted in 2014. Bristol has an outdated comprehensive plan from 2002 and South Bristol has a comprehensive plan from 2010 that was not adopted locally, but was found consistent by the State Planning Office. Damariscotta and Bristol both have adopted Land Use Ordinances, but Damariscotta is the only town to have created land use districts beyond the state-required shoreland zones. More information on this is provided in Section 3.

The three corridor towns have a combined population of 5,722 and have experienced a 2.5% increase during the past decade.

The corridor's largest employer is Lincoln Health, followed by Cove's Edge, and Masters Machine Co. Lincoln Health, the county's largest employer, is Lincoln County's only hospital and is important for both physical health and employment. Cove's Edge, the county's 3rd largest employer, provides essential long-term living arrangements to elderly residents and Masters Machine Co. is Lincoln County's 10th largest employer as a full service CNC (computer numerical control) turning and milling operation. Service and hospitality occupations also serve a vital role along the corridor as many businesses thrive off of seasonal tourism.

The following sections provide a more detailed description of the corridor transportation, land use, economic development, housing, natural resources, and scenic resources. The short-, medium-, and long-term corridor investments sought are listed in the final section of this corridor management plan.

2. Transportation

Route 129 and Route 130 have the federal functional classification of a major/urban collector¹ for the majority of their length with Route 130 transitioning into a minor collector south of New Harbor. The State of Maine Department of Transportation (MaineDOT) has given Route 129/130 from Route 1B to Route 32 in New Harbor a Highway Corridor Priority (HCP) 3 rating. Route 129 from the intersection of 129/130 to the Route 129 terminus in South Bristol has a HCP 4 rating, as does Route 130 south of New Harbor. These priority ratings² are part of a statewide system that factors total miles, average annual daily traffic (AADT), and other traffic elements. The table titled *Route 129/130 Corridor Factored Annual Average Daily Traffic*³ shows the historic AADT up to 2017 at key points along the corridor. There are no High Crash Locations (HCLs) along the corridor— HCL is defined as a location where eight or more crashes have occurred over a three-year period. However, there are still areas where safety can be improved. Customer Service Levels (CSLs) provide a qualitative measurement for state highways in three broad areas—Safety, Condition, and Service. These are graded on a scale similar to a report card (A through F). To supplement this information, maps are included at the end of this chapter, beginning on page 15, that display Customer Service Level (CSL) ratings for three individual measures-- “Ride Quality,” “Pavement Rutting,” and “Pavement Condition”-- for the length of the Route 129/130 corridor. For more information on CSL Grading Methodology please visit the Maine DOT website: <http://www.maine.gov/mdot/about/assets/docs/CSLMethodology.pdf>. The paving treatment that a highway receives is largely based on the Highway Corridor Priority and whether a highway is “built” (meets current engineering/design standards) or “unbuilt.” The Highway Corridor Priority Treatment table⁴ shows the proposed treatment based on those variables.

Table 2-1 Highway Corridor Priority

Highway Corridor Priority	Miles	% Miles	% Traffic	Example
Priority 1	1,760	8%	42%	The Interstate, Brewer-Calais Rte 9, Newport-Gilead Rte 2, Houlton-Madawaska Rte 1
Priority 2	1335	6%	17%	The National Hwy System, Caribou-Ft. Kent Rte 161, Bangor-Greenville Rte 15, Ellsworth-Eastport Rte 1, Lewiston-Bethel Rte 11/26/
Priority 3	2211	9%	16%	Manchester-Farmington Rte 17, Saco-Fryburg Rte 5, Lincoln-Vanceboro Rte 6, Sherman-Ft. Kent Rte 11
Priority 4	3731	16%	12%	Major Collectors not included above (including 3 miles of marine highway)
Priority 6	14362	61%	13%	Local Roads & Streets

¹ Collectors link smaller towns, villages, neighborhoods, and major facilities to the arterial network. Traffic is collected from local residential roads and delivered to the nearest arterial. Daily traffic volumes generally range in the thousands. Collectors are divided between rural and urban collector roads. As a further division, rural collectors are divided between major and minor collector roads.

² Table 2-1

³ See Traffic Volumes: Table 2-2

⁴ See Road Conditions: Table 2-3

A. Traffic Volumes

Traffic volumes are determined by placing a short-term count station along a roadside for 24 hours and then the count is normalized to account for seasonal highs and lows. Due to a limited capacity for recording, there can be gaps in data collection over the course of several decades. For the purpose of this plan, counts from 2002 will be mentioned because that is a year when closely located stations recorded counts during the same season. Using counts from different years can be problematic because it does not account for yearly variance. When possible, the plan will reference the most recent count data.

Route 129/130 north of Miles Road experienced the highest traffic volumes along the corridor in 2002. This is partly a result of Lincoln Health and the surrounding complex—Schooner Cove retirement facility and Cove’s Edge nursing home. Many employees and visitors access Miles Road via the most northern section of Route 129/130. In 2002, the factored annual average daily traffic (FAADT) on this section of road was 7,070; south of Miles Road in 2002, the FAADT was 5,730.

The FAADT on Route 129/130 climbed from 5,730 north of School Street to 6,630 south of the School Street intersection in 2002. The School Street FAADT was 3,760 in 2002. Some of the School Street traffic can be attributed to local residents, but this also shows School Street’s role as a connector between Route 129/130 and Route 1B. School Street also serves as a truck bypass due to the conditions in downtown Damariscotta—narrow roads and frequent congestion. The presence of heavy trucks should play a role when considering intersection realignment on School Street.

At the intersection of Route 129 and Route 130 (near Hanley’s Market), the majority of traffic continues along Route 130. In 2016, Route 130’s FAADT south of the intersection was 4,740 and Route 129’s FAADT south of the intersection was 2,480. The overall trend can be viewed on the table titled *Route 129/130 Corridor FAADT*⁵, but the FAADT mostly decreases as the two routes approach their terminus. Exceptions occur near larger secondary roads—such as Upper and Lower Round Pond Roads in Bristol Mills. Upper Round Pond Road has consistently shown to have an FAADT in the mid-400s and Lower Round Pond Road has consistently had an FAADT in the low-900s.

The MaineDOT travel demand forecasting model indicates that traffic volumes along the Route 129/130 corridor are expected to grow 12% in 20 years and 18% in 30 years. This should be taken into consideration when towns address future travel needs, whether preparing to accommodate increased vehicle traffic or encouraging alternative modes of travel.

MaineDOT CSL grades congestion⁶ along the entire Route 129/130 corridor as either an A or B—suggesting that congestion is not an issue. Areas that received a B-rating are 1) north of Miles Road; 2) from School Street to the Route 129 and 130 intersection, and; 3) Bristol Mills between Upper and Lower Round Pond Road.

⁵ Table 2-3

⁶ This measure uses the ratio of peak traffic flows to highway capacity to arrive at an A-F score for travel delay. Peak summer months are specifically considered to capture impacts to Maine's tourism industry.

Table 2-2 Route 129/130 Corridor Factored Annual Average Daily Traffic (FAADT)

Route 129 N/O SR 129/130 Intersection	1995	1997	2000	2002	2005	2007	2010	2013	2016
SR 129 S/O Cross Street				7070	6600	6120	6180	5730	6500
SR 129 N/O School Street	4570	5370	5710	5730		4930	4790	4470	
SR 129 SW/O Cottage Point Road							6830		
SR 129 S/O Westview Road							6570	6730	
SR 129/130 NE/O IR 1396 (Tudor Rd)				6630					

School Street	1995	1997	2000	2002	2005	2007	2010	2013	2016
School St SW/O US 1B (Main St)	2560	3350	3710	3760	3790		3800	4470	4230
School St NE/O SR 129 (Bristol Rd)	2140	2670	2830						
Route 129 S/O SR 129/130 Intersection	1995	1997	2000	2002	2005	2007	2010	2013	2016
SR 129 SW/O SR 130 @ South Bristol TL	2200	2290	2590	2280	2380	2380	2160	2140	2480
SR 129 N/O Split Rock Road	1960	2190	2350	2090	2100	2150	2010	1840	
SR 129 N/O Clark's Cove Road		1600	1700	1670	1680	1750	1610		1700
SR 129 S/O Mcfarland's Cove Road	1650	1620			1620		1560	1400	1610
SR 129 S/O IR 684 @ BR #2339	1650	1560	1440	1340	1540	1320			

Route 130	1995	1997	2000	2002	2005	2007	2010	2013	2016
SR 130 S/O SR 129	3780	4390	4260	4510	4390			3830	4740
SR 130 NW/O Benner Road	3620	3980	3710	4330					
SR 130 N/O Redonnet Mill Road									5480
SR 130 SW/O Split Rock Road				3780	3500	3720	3470	3250	3390
SR 130 NW/O Boyd Pond Rd (Old Country Rd)	3550	3500	3880	4140	3760	4050	3700	3970	3610
SR 130 N/O SR 32							3090	3370	
SR 130 S/O SR 32							3220	3640	

B. Safety

MaineDOT CSL grades Crash History⁷ along the corridor as either an A or B— which is based on Lane Departure Rate⁸ vs the Statewide Average for Corresponding HCP (similar roads). This means that the Lane Departure Rate is at or below the statewide average for similar roads.

Close inspection of individual crashes shows that there is some clustering of crashes along the corridor. These crash clusters are typically located near intersections, such as School Street, Route 129 and 130, and Upper and Lower Round Pond Roads. These locations do not meet the criteria to be considered HCLs but should be considered by municipalities when planning in the future. There were no apparent trends for the severity of crashes or contributing factors to the crashes.

The Route 129/130 intersection with Route 1B has experienced 22 reported crashes between 2012 and 2017, and the School Street intersection with Route 1B has seen 26 reported crashes in the same time frame.⁹ This is relatively high, in comparison to the Route 129/130-School Street intersection which experienced 13 crashes during this time period. This can likely be attributed to a combination of high volume traffic on Route 1B, sight distance issues, and confusion regarding intersection alignment—both intersections have slightly off-set adjacent roadways.

Pavement rutting¹⁰ along the Route 129/130 corridor is graded as either A (excellent) or B (good). MaineDOT has provided a map that displays pavement rutting along the corridor in response to local Public Works reporting issues with rutting along the corridor.¹¹

C. Road Conditions

The accompanying maps that depict CSL Ride Quality¹² and Pavement Condition¹³ are effective in demonstrating the regional issue with road conditions. Ride Quality along the corridor graded out as either a D or F between Route 1B and Pine Ridge Road in Damariscotta. Some areas in Bristol received a C-rating north of the Bristol Area Transfer Station.

Several locations along the corridor earned an F-rating on the Pavement Condition map. The large areas of concern include from Route 1B to the Damariscotta/Bristol town line, the northernmost 3 miles of Route 129 (from Hanley’s Market heading south), and Route 130 from Kelly Street (Central Maine Power Substation) to the Bristol Area Transfer Station. CSL Ride Quality is calculated through a combination of Ride Quality, Rutting, Structural Cracking, and Functional Cracking. The locations above were also cited as areas of concern by multiple members of the Route 129/130 Advisory Committee. During a field

⁷ This measure includes the two types of motor vehicle crashes most likely related to the highway- head-on and run-offroad crashes. The A-F scale compares these crash rates with the statewide average.

⁸ Quantitative measure of how often a vehicle leaves its designated lane and is involved in either a head-on or went-off-road crash.

⁹ According to GIS data within 500 feet of each intersection.

¹⁰ This measure looks at wheelpath rutting, since excessive rutting holds water and contributes to hydroplaning and icing in winter. The A-F scale set points vary by Highway Corridor Priority, and are based on hydroplane tests.

¹¹ Figure 2-1

¹² Figure 2-2

¹³ Figure 2-3

meeting, which included a site visit to several areas of concern, pieces of asphalt were picked up out of the driving lane. See Section H for a list of 2018 paving projects in the area.



Present road conditions on Route 129 near the Walpole Meetinghouse

The lack of a base that meets modern engineering specifications, limited right-of-way, shading, and drainage makes certain sections of the road difficult to maintain. Due to the HCP 4 rating for Route 129, MaineDOT has stated that under existing funding parameters this road will only receive Light Capital Paving (LCP) in the future. Route 129 will not be rebuilt, but should be treated with LCP on a seven-year cycle. Route 130, HCP 3, will be eligible for Cyclical Pavement Resurfacing (CPR), which is a more robust paving option that functions on a nine-year cycle. MaineDOT has stated that Route 130 will be among the top priority roads to receive CPR treatment and that Route 129 will be moved toward the top of the list to address problem areas.

Table 2-3 Highway Corridor Priority Treatment

HCP	Built	Unbuilt	Improvement
1	Pavement Preservation	Light Capital Paving	Rehab / Reconstruct
2	Pavement Preservation	Light Capital Paving	Rehab / Reconstruct
3	Cyclical Pavement Resurfacing	Light Capital Paving	Rehab
4	Light Capital Paving	Light Capital Paving	Municipal Partnership Initiative (50/50 Cost Sharing)

Pavement Preservation is funded first.
CPR will be used on unbuilt roads in order to then get them into an LCP schedule.
LCP (5/8" thickness) Goal is to repave every 7 years



Present road conditions on Route 130, south of Bristol Mills

It is important for local Public Work Departments to maintain regular communications with MaineDOT Regional Planners and Engineers because reporting issues as they develop can be instrumental in maintaining the road surface and drainage quality.

D. Bike and Pedestrian Facilities

Promoting sidewalks, walkways, and bike paths is a way for municipalities to encourage healthy recreation and reduce automobile use. Communities in 2 of the 3 corridor towns identified and prioritized bicycle and pedestrian needs through public processes.

In 2015, Damariscotta completed a joint Bicycle-Pedestrian Plan with Newcastle facilitated by Lincoln County Regional Planning Commission (LCRPC). Goals and strategies within the plan work toward creating bicycle/pedestrian routes and educating the public on the existence of these routes. Several of the proposed routes have been created or are in the development stage. A sidewalk project from Route 1B to Miles Road along Bristol Road (Route 129/130) has been approved and is planned for spring of 2019 construction and will include a signed/marked pedestrian crossing. Shoulders along Route 129/130 will be paved from Miles Road to the Damariscotta-Bristol town line.

Bristol developed a Bicycle-Pedestrian plan with the help of Bob Faunce, County Planner with LCRPC in 2009. The plan focused on creating and maintaining safe travel for pedestrians and cyclists by creating

crosswalks and developing shoulders where possible. Using signage to indicate where safe bike routes exist and to warn automobile operators about riders were also strategies to create safe travel within the Bristol Bike-Ped plan. For specific details on Bicycle-Pedestrian improvements in Bristol please refer to the Bristol Bicycle-Pedestrian Plan.¹⁴

South Bristol does not have an existing bicycle-pedestrian plan, however, the topic was addressed in a 2010 Comprehensive Plan. Route 129 in South Bristol tends to have insufficient or inconsistent shoulders and would not serve as a reliable right-of-way for bicycles/pedestrians. Possibly as a result of the road/shoulder conditions, only 34% of residents polled favored improving pedestrian facilities. The plan did cite the need to improve shoulder conditions and width to provide for safer bicycle/pedestrian use. It also mentioned signage as a way to increase user safety.

ExploreMaine, a program developed by MaineDOT, mentions the Damariscotta-Pemaquid ride for its historic landmarks, lighthouses, and ocean views. The write-up on exploremaine.org mentions that some of the roads along the corridor have limited or no shoulders. The Bicycle Coalition of Maine does not mention the corridor as a potential bike ride. Advisory Committee members expressed concerns that either riders would feel misled about the condition of the road or discouraged from travel depending on how the roadway was described. It would help bicycle and pedestrian usage if road conditions could improve and accurate descriptions be provided to bicycle rider groups.



Present shoulder conditions along Route 130 south of Bristol Mills

¹⁴ Download a copy from the LCRPC website at: <http://www.lcrpc.org/transportation-planning/bicycle-pedestrian-plans>

E. Public Transportation

Lincoln County's regional provider is Midcoast Public Transportation, operated by Waldo County Community Action Program. MCPT covers Waldo, Knox, Lincoln and Sagadahoc Counties, and Brunswick and Harpswell. Their main office is in Belfast, and they began a regular local bus service in Rockland in 2018.

There are no regular bus routes in the corridor area. Generally, the service available is demand-responsive: residents can call to make arrangements at least two days ahead of time. Transportation fees are based on a rate per mile. The rate for the general public is \$1.04 per mile. Discounts are given for seniors and disabled individuals. For seniors and disabled individuals going to a medical appointment the mileage rate is \$.44 per mile. A program is available for those meeting certain criteria (e.g. age, disability, income guidelines) to buy vouchers that will cover 50% of the transportation cost.

This public transportation service is for everyone, and can include destinations other than medical appointments, such as grocery shopping, library visits, concerts, etc. If necessary, non-MaineCare passengers must inform customer service of the need for a handicapped accessible vehicle, so the appropriate vehicle can be assigned to the trip.

As of writing, days and hours of service is Monday – Friday, 8 am – 4pm. The phone number is 1-800-439-7865. For more, information is available on Midcoast Public Transportation's Facebook page.

MaineCare Transportation

Mid-Coast Connector is the Region 5 broker for non-emergency MaineCare eligible rides. For a Mainecare member whose medical transportation is covered, a ride will be provided free of charge. The MaineCare recipient calls Mid Coast Connector at 1-855-930-7900 (toll free) to request a ride two business days in advance of the appointment. MCC may use other transportation providers (such as Twin Village Taxi) to provide the ride. If the MaineCare member or a friend/family member is driving their own car, mileage will be reimbursed \$0.22 per mile. As a broker for MaineCare eligible rides, Mid Coast Connector is expected to secure wheel chair accessible transportation.

Office operations are Monday - Friday, 7 am to 5 pm, however, the MaineCare rides are provided without regard to day or time. More information is available through the toll free number 1-855-930-7900, by email info@MidCoastConnector.org, or on the website: www.midcoastconnector.org.

Volunteer Drivers

There is also a network of volunteer drivers providing free rides in this area of Lincoln County, known as Lincoln County F.I.S.H. Their contact information is 350-9808 and lincolncountyfish@gmail.com.

Midcoast Public Transportation also has a limited number of volunteers in the area. They are willing to assign drivers, as needed, but rides may be limited.

F. Nearby Air Service

The Wiscasset Airport (IATA: ISS, ICAO: KIWI, FAA LID: IWI) is a public use airport located near the Route 1/Route 144 intersection at 96 Chewonki Neck Road, Wiscasset. The airport has a paved runway 3,397 feet long by 75 feet wide and is rated in fair condition. Twenty-four hour fuel and tie downs are available, as well as hangars for rent. The airport is owned by the town of Wiscasset and managed by

Rick Tetrev. As of 2017, there were 38 aircraft based on the field and an average of 20 aircraft operations daily—53% being local general aviation and 43% transient general aviation.

G. Nearby Rail Service

There is one rail line near the corridor that is primarily used for freight service. The rail line does not currently provide passenger service, but a seasonal service has operated in the past and has been proposed again to serve the Midcoast between Brunswick and Rockland, with stops in Bath, Wiscasset, and Newcastle. There are no definite plans yet for 2019. Residents in Damariscotta, Bristol, and South Bristol could use the corridor to access the rail line in Newcastle or Wiscasset.

H. Maine DOT Work Plan

Recent MaineDOT projects completed near or on the corridor include:

- *(2017) Newcastle – Damariscotta Bridge, No. 2215, over the Damariscotta River, N/D Town line*
- *(2017) South Bristol, The Gut Bridge, No. 2339, carrying Rt 129 over The Gut*

The 2017 Maintenance Accomplishments can be viewed in an itemized breakdown by town in the detailed workplans found in the appendix of this report. Budgeted amounts are subject to vary based on seasonal weather and regional needs.

The corridor towns are budgeted to receive \$86,772 in Local Road Assistance for 2018-- \$21,068 in Damariscotta, \$46,496 in Bristol, and \$19,208 in South Bristol.

The 2018 MaineDOT Work Plan includes the following projects for an estimated \$1.4 million in planned capital funding along the corridor:

Work Plan Year	Town(s)	Asset(s)	Description	Details	Scope of Work	Highway Corridor Priority	Estimated Funding
2018	Bristol	Route 130	Beginning at Huddle Road and extending south 2.96 miles to Pemaquid Loop Road.	WIN 22094.00 Light Capital Paving along Rtes. 129, 130 and others within Lincoln, Sagadahoc, Androscoggin and Cumberland Counties – Construction Begin is currently estimated at 5/28/18 and construction completion is scheduled for 9/7/18. Project Manager is Emory Lovely.	Light Capital Paving	HCP 3, 4	\$ 104,784
2018	Bristol	Snow Ball Hill Road	Beginning at the north intersection of Route 130 and extending south 2.20 miles.	WIN 22094.00 Light Capital Paving along Rtes. 129, 130 and others within Lincoln, Sagadahoc, Androscoggin and Cumberland Counties – Construction Begin is currently estimated at 5/28/18 and construction completion is scheduled for 9/7/18. Project Manager is Emory Lovely.	Light Capital Paving	HCP 4	\$ 77,880
2018	Bristol, South Bristol	Harrington Road	Beginning at Route 129 and extending south 2.80 miles to Route 130.	WIN 22094.00 Light Capital Paving along Rtes. 129, 130 and others within Lincoln, Sagadahoc, Androscoggin and Cumberland Counties – Construction Begin is currently estimated at 5/28/18 and construction completion is scheduled for 9/7/18. Project Manager is Emory Lovely.	Light Capital Paving	HCP 4	\$ 99,120

Work Plan Year	Town(s)	Asset(s)	Description	Details	Scope of Work	Highway Corridor Priority	Estimated Funding
2018	Damariscotta	Route 129	Beginning 0.03 of a mile south of Route 1B and extending southerly 0.40 of a mile.	WIN 19406.00 Damariscotta Rte. 129 Sidewalk – extending from south of Main Street, along Bristol Road to the Miles Memorial Hospital Complex, connecting downtown, businesses, neighborhoods and the hospital. Formal public contact was made on 5/16/2012. Project Advertising is currently scheduled for 8/30/18 with Construction Begin forecast for 11/05/18 and construction completion 8/15/19. The Project Manager is Aurele Gourneau, II.	New Construction-- Trail, On-Road	HCP 3	\$ 489,620
2018	Damariscotta	Route 129	Beginning at Main Street and extending south 1.91 miles to the Bristol town line.	WIN 22094.00 Light Capital Paving along Rtes. 129, 130 and others within Lincoln, Sagadahoc, Androscoggin and Cumberland Counties – Construction Begin is currently estimated at 5/28/18 and construction completion is scheduled for 9/7/18. Project Manager is Emory Lovely.	Light Capital Paving	HCP 3	\$ 67,614
2018	Damariscotta	Route 129	Replacing instream culvert (#131518) located 0.02 of mile south of Days Cove Lane.	Maintenance projects for improving drainage and replacing culverts.		HCP 3	\$ 120,000

Work Plan Year	Town(s)	Asset(s)	Description	Details	Scope of Work	Highway Corridor Priority	Estimated Funding
2018	South Bristol	Route 129	The Gut Bridge (#2339) over The Gut. Located 0.17 of a mile north of West Side Road.	WIN 16750.20 Gut Bridge – Ledge removal and fill removal within the navigation channel. A Preliminary Public Meeting was held on 12/06/17. Construction Begin is currently estimated at 2/20/19 with construction completion on 5/20/19. Project Manager is Michael Wight.	Bridge Improvements	HCP 4	\$ 280,000
2018	South Bristol	Route 129	Beginning 0.14 of a mile south of Half Moon Cove Road and extending south 4.48 miles to Middle Road.	WIN 22094.00 Light Capital Paving along Rtes. 129, 130 and others within Lincoln, Sagadahoc, Androscoggin and Cumberland Counties – Construction Begin is currently estimated at 5/28/18 and construction completion is scheduled for 9/7/18. Project Manager is Emory Lovely.	Light Capital Paving	HCP 4	\$ 158,592
2018	South Bristol	Route 129	Ditching and replacing four culverts beginning at the Tidewater Way intersection extending south 4.03 miles to the Thompson Inn Road intersection.	Maintenance projects for improving drainage and replacing culverts.		HCP 4	\$ 36,000

Transportation Objectives

The Route 129/130 MMCMP Advisory Committee members have expressed a desire to delineate short- and long-term objectives for the corridor. There is a sense that some of these objectives are more urgent and demand immediate attention.

- Work with MaineDOT to improve road conditions in specific problem areas along the corridor. Specifically, advocating for CPR treatment in Bristol and LCP treatment in South Bristol for 2019 at the locations that received a D- or F Rating on Pavement Condition per the MaineDOT CSL Methodology.
- Ensure pedestrian safety, via rectangular rapid flashing beacon (RRFB) and satellite warning signs north- and south-bound, at the new crossing in Damariscotta near Miles Road. Supplemental lighting at the Miles Road crossing would improve nighttime safety from pedestrians.
- Work with MaineDOT to ensure that Route 129 and Route 130 receive regularly scheduled paving on the appropriate cycle for the priority (7 or 9 years).
- Work with MaineDOT to address problem areas via maintenance before they become major issues of concern—e.g. drainage problems that may lead to roadways icing over.
- Improving bicycle and pedestrian usage along the corridor to encourage resident and tourist usage.

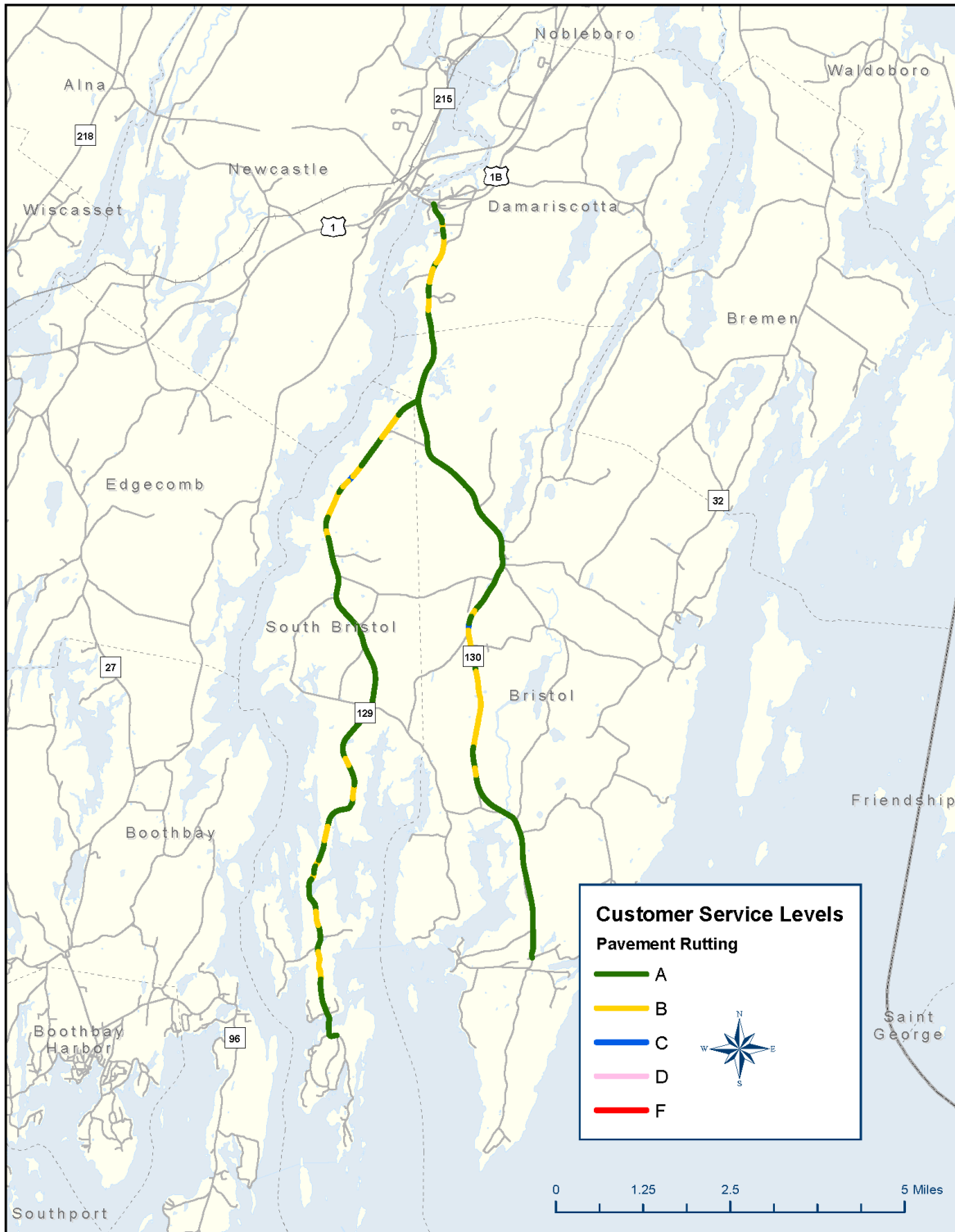


Figure 2-1

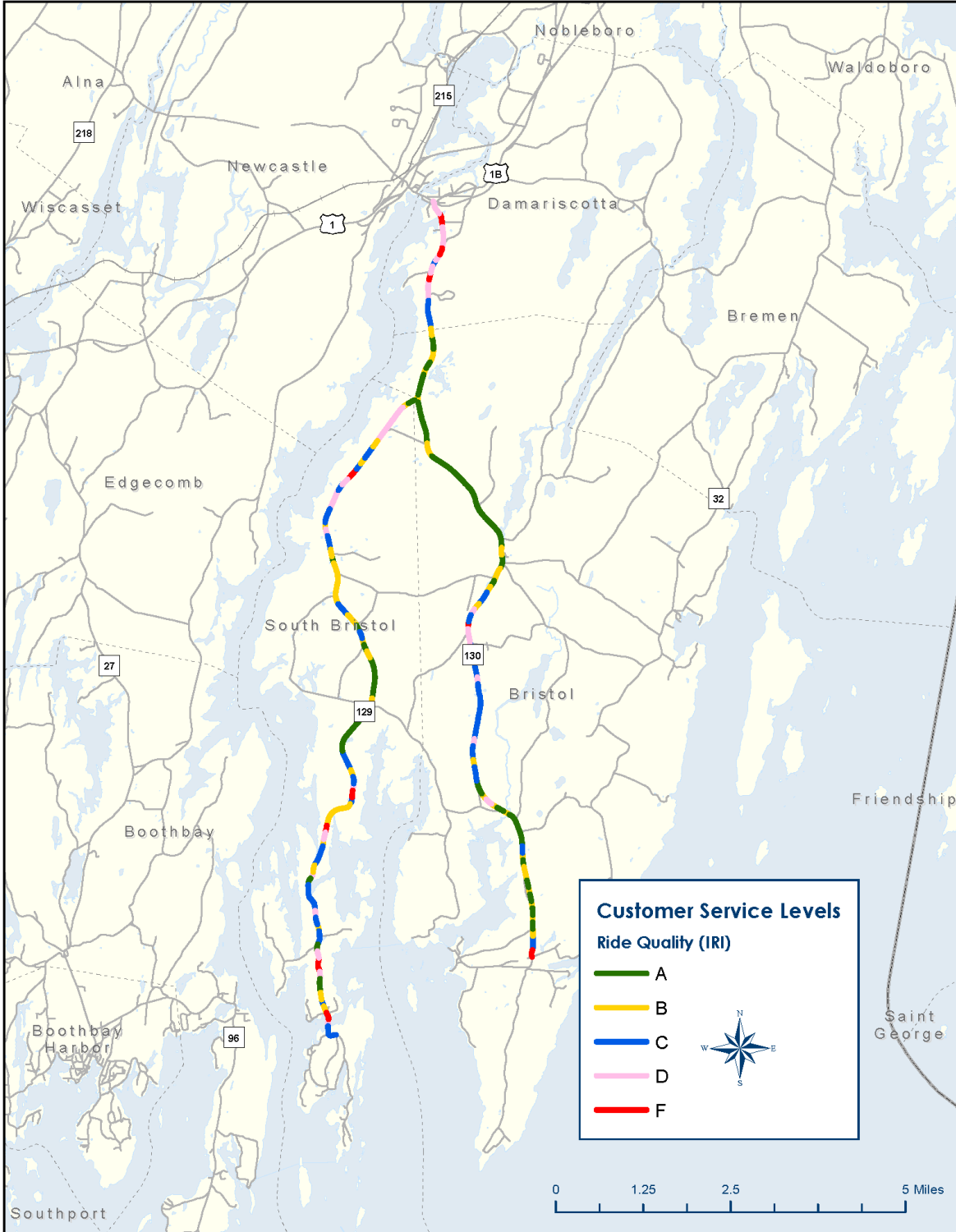


Figure 2-2

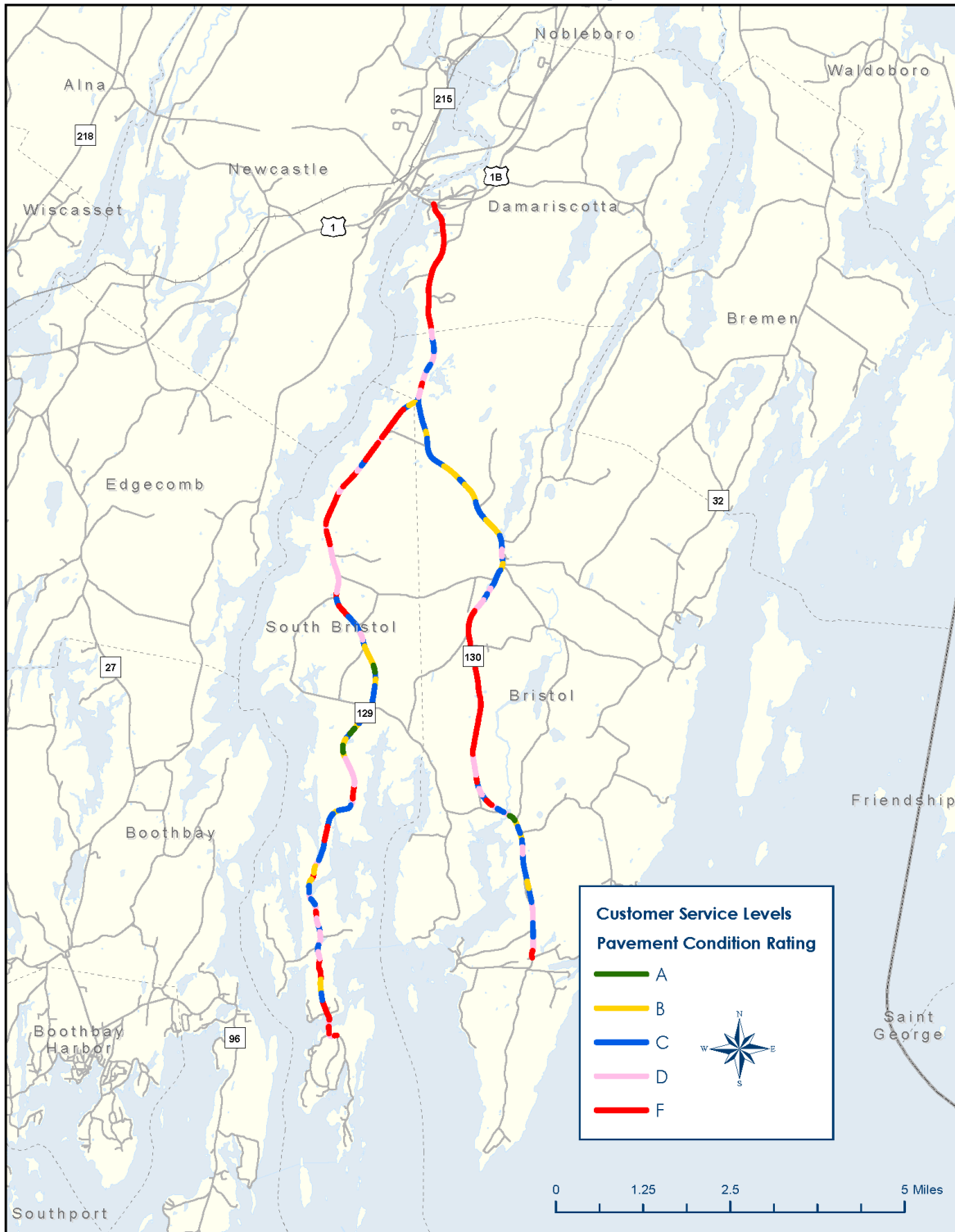


Figure 2-3

3. Land Use

The map titled *Land Use*¹⁵ shows municipally-defined districts, as well as shoreland zones, within a 500 foot distance each side of the centerline along Route 129/130, 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.

Table 3-1 Comprehensive Plan and Land Use Ordinance Status for Route 129/130 Corridor Municipalities				
Town Year	Comprehensive Plan		Land Use Ordinance	
	Adopted Locally	State Consistent	Zones or Districts*	Year first adopted
Damariscotta 2014	Yes	Yes	Yes	1998
Bristol 2002	Yes	No	No	1993
South Bristol 2010	No	Yes	Not Adopted	Not Adopted

Source Maine DACF and LCRPC, *Beyond shoreland zoning

A. Comprehensive Plans

Comprehensive plans serve as a guide for the future development of communities. These plans provide a guiding document for towns to reference and support funding opportunities. Damariscotta adopted a comprehensive plan in 2014 and it is the only municipality along the corridor with a current comprehensive plan. A comprehensive plan for South Bristol was completed in 2010 and found consistent with state standards, but it was not adopted locally. Bristol last completed a comprehensive plan in 2002, but it was not found consistent by the state.

Excerpts of comprehensive plan observations and recommendations relating to Route 129/130 transportation issues are noted in this section. These comprehensive plans were reviewed and considered in the formulation of this corridor management plan (CMP).

¹⁵ Figure 3-1

Table 3-2 Municipal Comprehensive Plans (CP): Provisions Relating to Route 129/130 and Transportation

Area	Observations (CP Excerpts)	Recommendations (CP Excerpts)
Damariscotta	<ul style="list-style-type: none"> Implementation of the 2014 Comprehensive Plan’s sidewalk, trails, and riverwalk will likely induce more local bicycle riding overall. Coordination with adjacent towns in these extensions may become more relevant. Plans to extend sidewalks outward from the harbor waterfront northward to the GSB School, southward to Miles Hospital, westward to Newcastle village, Academy Hill, and Lincoln Academy, and eastward to the East Coast Greenway and Bremen may prompt cooperative planning with these neighboring towns, County, and State. 	<ul style="list-style-type: none"> Build inter-connected pedestrian and bicycle pathways into an overall local transportation system. Coordinate with MaineDot in designing ‘context sensitive’ improvements along US Rt 1B. Of primary concern is to facilitate safe and efficient traffic flow of the School Street /Rt 1B intersection while preserving its existing scale and character.
Bristol	Not Applicable	Not Applicable
South Bristol	Not Applicable	Not Applicable

B. Land Use Ordinances and Zoning

The maps titled *Zoning*¹⁶ shows municipally-defined zoning and shoreland zoning along the corridor. Damariscotta is the only municipality with Land Use Districts defined in its Land Use Ordinance. Bristol and South Bristol are not zoned, with the exception of shoreland zoning (areas within 250 feet of ponds, lakes, or wetlands, and within 75 feet of designated streams). Bristol does have a Land Use Ordinance (last amended in 2018), but it does not define Land Use Districts.

C. Access Management

Access management is the proactive management of vehicular access points to land parcels adjacent to roadways.¹⁷ Improved access management can lead to fewer crashes and shorter travel times. Good access management can be accomplished through several different techniques. Along Route 129/130, driveway spacing, safe turning lanes, and right-of-way management (relating to sight distance, access location, and potential future widening of the road) are aspects of access management to consider.

Although the general appearance of the Route 129/130 corridor might be described as “rural,” there are presently almost 550 driveways serving residential and non-residential uses along 22 miles of roadway. This means, of course, that there is also plenty of frontage along Route 129 and Route 130 that is available for future development. Future accesses should be sited to ensure safe egress and continuous accesses¹⁸ should be prohibited along the corridor.

The State of Maine Highway and Driveway Entrance Rules provide standards and regulations for towns to follow. Municipalities are not precluded from establishing local driveway and entrance rules and permitting as long as they are at least as restrictive as MaineDOT Rules when applied to state highways. Two of three towns have existing driveway ordinances and should defer to the more strict regulations if access management is a priority along the corridor.

¹⁶ See Appendix

¹⁷ Federal Highway Administration

¹⁸ A property accessible at any or multiple point(s) along the lot frontage with no clearly defined entrance or exit point.



Example of access point issue in Bristol Mills

D. Land Use Objectives

The success of transportation planning initiatives are largely dependent upon land use planning. Carefully implemented land use ordinances have the potential to benefit the Route 129/130 corridor.

- Create or update comprehensive plans and ordinances to develop and expand upon individual municipality needs.
- Prevent uncontrolled growth along the corridor.
- Continue to work toward providing pedestrian and bicycle facilities as well as crosswalks in village areas.
- Encourage common access points for new or redevelopment projects along the corridor.

Land Use

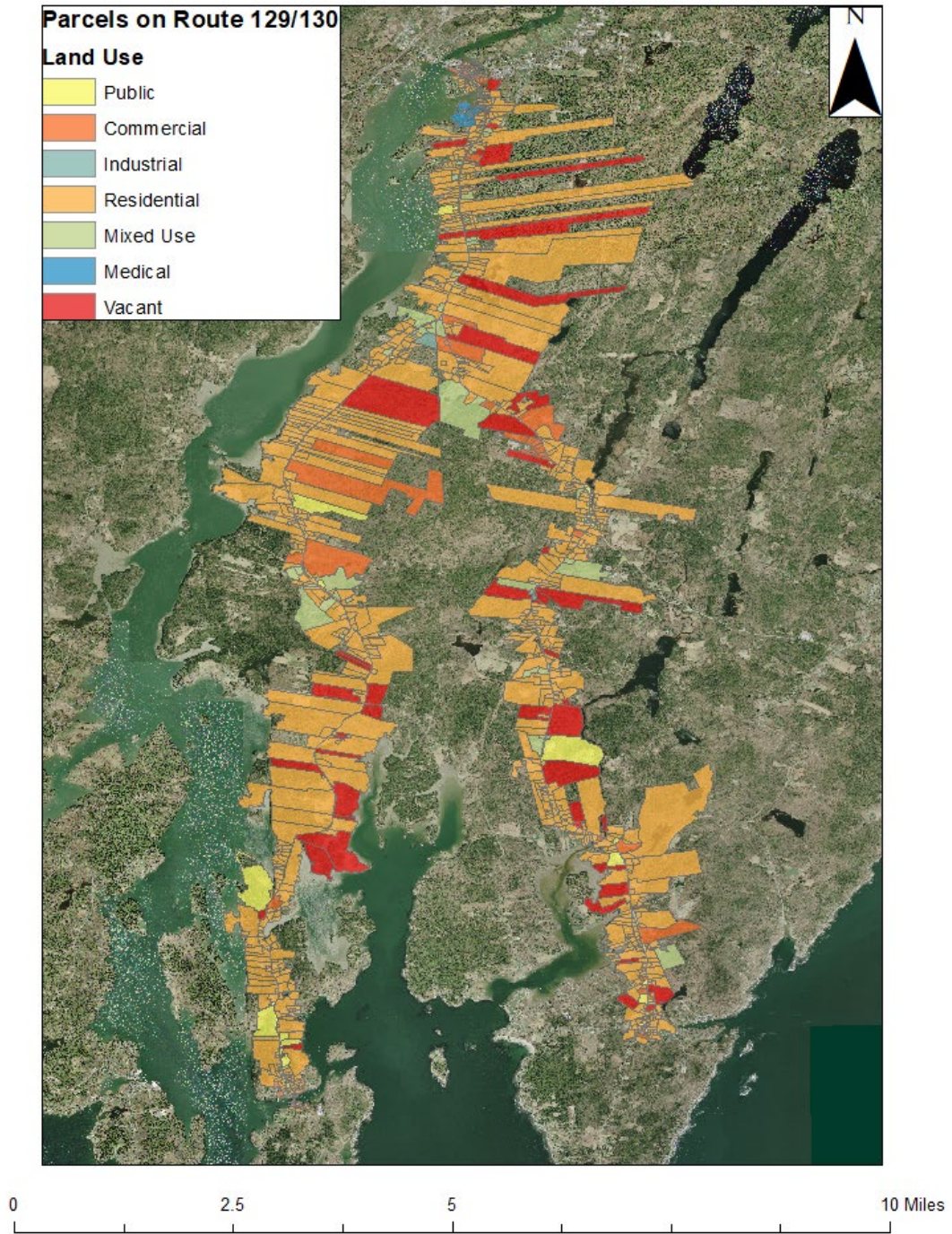


Figure 3-1

4. Population, Economy and Housing

The highest concentration of population along the Corridor is found in the Damariscotta neighborhood, with smaller concentrations in Bristol Mills and South Bristol village, and residences scattered along both routes. About 17% of Lincoln County’s population live in the corridor municipalities as of 2015 (counting all of Damariscotta’s population).

A. Population Trends

There are 5,722 residents in these communities, which have grown modestly over the last decade or so, collectively 2.5 percent. Like much of the County, these towns experienced strong growth back in the 1990s. Since 2000, the County and Damariscotta have grown very slightly. The more rural and larger towns of Bristol and South Bristol have seen proportionally more growth than Damariscotta. Bristol has grown by 3.2% (84 people), and South Bristol has gained 51 residents -- 5.7% increase, and Damariscotta grew by 5 or 0.2% since 2000.

Table 4-1 Population Trends

	1990	2000	1990-2000	% Change	2000	2015	2000-2015	% Change
Bristol	2,333	2,644	311	13.3%	2,644	2,728	84	3.2%
Damariscotta	1,836	2,041	205	11.2%	2,041	2,046	5	0.2%
South Bristol	825	897	72	8.7%	897	948	51	5.7%
3-town Total	4,994	5,582	588	11.8%	5,582	5,722	140	2.5%
Lincoln Cty	30,358	33,615	3,257	10.7%	33,615	34,156	541	1.6%
Maine	1.23 mill	1.27 mill	46,995	3.8%	1.27 mill	1.33 mill	54,405	4.3%

B. Age Distribution

Maine is known as one of the oldest states in the Country—this is primarily tied to the median age of residents. Today, Maine’s median age is 44.2 years old, and Lincoln County at 50.1 has been the “oldest” County for some time. Damariscotta’s median age is 50.5, Bristol’s is 57.9, and South Bristol’s is 58.3. There are a number of demographic explanations for this, which also affects many other areas in the northeastern United States. Low-birth rate and low in-migration combined with the attractiveness of the corridor communities to retirees is helping to drive this demographic condition. Demographic information can help communities anticipate the interests and needs of different age groups for different type of transportation resources, such as bike routes and trails, park-and-ride lots, or improved public transit.

Table 4-2 Age Distribution by Town, County, and State

	Bristol	Damariscotta	South Bristol	Lincoln County	Maine
Total Population	2,728	2,046	948	34,156	1,329,923
Under 5 years	89	64	29		
% of Total	3.3%	3.1%	3.1%	4.2%	4.9%
5 to 19 years	234	374	109		
% of Total	8.6%	18.3%	11.5%	15.3%	17.2%
20 to 34 years	250	269	50		
% of Total	9.2%	13.1%	5.3%	11.8%	17.4%
35 to 44 years	230	235	95		
% of Total	8.4%	11.5%	10.0%	9.2%	11.7%
45 to 54 years	420	219	103		
% of Total	15.4%	10.7%	10.9%	12.7%	15.0%
55 to 64 years	640	288	169		
% of Total	23.5%	14.1%	17.8%	15.6%	15.5%
65 to 74 years	474	226	391		
% of Total	17.4%	11.0%	25.6%	12.6%	10.5%
Over 75 years	391	371	150		
% of Total	14.3%	18.1%	15.8%	9.4%	7.7%
<i>2015 American Community Survey</i>					

Table 4-2

C. Employment

The three towns are home to many employers and jobs; and they're also part of larger economic regions -- Damariscotta-Newcastle and the Waldoboro Labor Market Area.

Starting at the local level, the largest single employer in the corridor is Miles Memorial Hospital in Damariscotta, with associated physician practices, Coves Edge (long-term/rehab), Chase Point (assisted living) and Schooner Cove (independent living). Medical services are an important and growing employment sector in the region, responding to the needs of the increasing number of elderly residents. The total number of employees on the campus is 752 -- 413 of these work at the Hospital (LincolnHealth, 2018).

Over the past 15 years, the three corridor towns have seen a very small combined net increase of 18 people in the labor force to total 2,468. (Labor force is a count of the residents over 16 years old employed or unemployed; it's not a count of people working in a town). During the same period, Lincoln County's labor force dropped by 53, to total 17,077. Coming out of the recession in 2010, South Bristol had an unemployment rate lower than the State and neighboring towns. All areas—the towns, County, and the State—have seen employment climb back up, with unemployment now generally between 3 and 4 percent.

**Table 4-3 Labor Force, Employment, and Unemployment
(Annual, Not Seasonally Adjusted)**

	Civilian Labor Force		Employed		Unemployed		Unemployment Rate	
	2010	2017	2010	2017	2010	2017	2010	2017
Bristol	1209	1225	1115	1183	94	42	7.8%	3.4%
Damariscotta	849	847	780	812	69	35	8.1%	4.1%
South Bristol	392	396	369	384	23	12	5.9%	3.0%
3-town total	2450	2468	2264	2379	186	89	7.6%	3.7%
Waldoboro Labor Market Area	9217	9329	8555	9032	662	297	7.2%	3.2%
Lincoln County	17,130	17,077	15,824	16,526	1298	551	7.6%	3.2%
Maine	695,182	700,099	683,630	677,141	56,552	22,958	8.1%	3.3%

Source: Maine Center for Workforce Research and Information. Note: The Waldoboro Labor Market Area includes Alna, Bremen, Bristol, Damariscotta, Friendship, Jefferson, Monhegan, Newcastle, Nobleboro, South Bristol, Waldoboro, and Louds UT.

Table 4-4 Major Employers Located in Corridor Towns

Company/Organization Name	Municipality	Sector	Employees
Miles Memorial Hospital	Damariscotta	Health Care	413
Coves Edge	Damariscotta	Long-term care, skilled rehab	130
Mobius	Damariscotta	Developmental disabilities services	126
Lincoln Medical Partners	Damariscotta	Physicians' offices	114
The First National Bank	Damariscotta	Bank	96 in Damariscotta 240 total
Masters Machine	Bristol	Precision manufacturing	80
Chase Point	Damariscotta	Assisted Living	70
Hannaford	Damariscotta	Grocery store	60
UMaine Darling Marine Center	South Bristol	Education and Research	50
Rising Tide Community Market	Damariscotta	Natural foods co-op	50
Bristol Consolidated School	Bristol	Public school	48
Renys	Damariscotta	Department store, clothing store	25
South Bristol School	South Bristol	Public school	22
Eldercare Network	Damariscotta	Assisted living	16 in Damariscotta 57 total

Source: Maine Department of Labor, local businesses.

Damariscotta is a regional service center and the economic center for much of the County. Many major businesses and non-profits are located in Damariscotta, providing employment and income to many corridor residents. Of the top 25 employers in the County, 12 are located in Damariscotta-Newcastle. Damariscotta is also home to three grocery stores, hardware and building supply stores, restaurants, a theater and library, and diverse retail, service and trade sectors. Route 129/130 is the sole travel way into Damariscotta for Bristol and South Bristol residents to buy goods and services, and to work.

D. Employment and Wages

Adding all up the local businesses, there are about 366 establishments in the three towns with a total average annual employment of 3,064 people. Weekly wages vary by sector (high in the professional and technical services, very low in accommodations and food services), but the local wages are, on average, lower than the County and much lower than the State.

Table 4-5 Establishment, Employed Workers, and Weekly Wages

	Establishments	Average Employment (Persons)	Average Weekly Wage
Bristol	135	582	\$620
Damariscotta	208	2592	\$611
South Bristol	42	144	\$581
Corridor	385	3318	\$586
Waldoboro Labor Market Area	849	6027	\$620
Lincoln County	1,573	10,928	\$653
Maine	51,685	596,141	\$804

Source: 2015, Maine Center for Workforce Research and Information. Note: Corridor wage is weighted average.

Employment by sector in the Waldoboro Labor Market Area is shown in the next table. The largest three sectors by average employment were health care/social assistance, retail trade, and public administration.

Table 4-6 Employment by Sector: Waldoboro Labor Market Area, 2015

Sector	Average # Establishments	Average Employment (Persons)	Average Annual Wages
Agriculture, Forestry, Fishing & Hunting	71	127	\$36,656
Construction	129	365	\$36,573
Manufacturing	39	484	\$33,278
Wholesale Trade	34	98	\$34,014
Retail Trade	117	1048	\$25,693
Transportation and Warehousing	26	151	\$37,869
Information	8	106	\$43,419
Finance and Insurance	45	277	\$50,419
Real Estate and Rental and Leasing	23	40	\$32,369
Professional and Technical Services	129	412	\$46,908
Administrative and Waste Services	48	208	\$38,287
Educational Services	8	145	\$37,087
Health Care and Social Assistance	56	1193	\$31,322
Arts, Entertainment, and Recreation	17	60	\$22,600
Accommodation and Food Services	57	630	\$19,603
Other Services, Ex. Public Admin	65	240	\$25,004
Public Administration	53	690	\$33,989
Total	844	6023	\$32,174

Source: Maine Department of Labor, Center for Workforce Research and Information, 2015 data.

Employment by sector in Lincoln County for 2015 is shown in the next table. The largest three sectors by average employment were health care/social assistance, retail trade, and accommodation/food services.

Table 4-7 Employment by Sector: Lincoln County, 2015

Sector	Average # Establishments	Average Employment (Persons)	Average Annual Wages
Agriculture, Forestry, Fishing & Hunting	86	162	\$29,992
Construction	233	661	\$37,372
Manufacturing	74	808	\$42,111
Wholesale Trade	59	164	\$40,991
Retail Trade	204	1,775	\$25,291
Transportation and Warehousing	36	190	\$36,971
Information	19	145	\$40,550
Finance and Insurance	43	382	\$53,548
Real Estate and Rental and Leasing	42	67	\$33,982
Professional and Technical Services	47	344	\$52,145
Management of Companies	9	69	\$66,748
Administrative and Waste Services	88	391	\$41,131
Educational Services	14	265	\$35,504
Health Care and Social Assistance	97	1,789	\$35,914
Arts, Entertainment, and Recreation	42	267	\$3,1859
Accommodation and Food Services	153	1,367	\$21,212
Other Services, Ex. Public Admin	124	451	\$26,766
Public Administration	100	1,609	\$35,125
Total	1571	10,928	\$33,897

Source: Maine Department of Labor, Center for Workforce Research and Information, 2015 data.

D. Total Taxable Retail Sales

Another measure of the economy are taxable retail sales. The State tracks taxable retail sales by towns and by regions called Economic Summary Areas. The three corridor towns are part of the Damariscotta ESA, which also includes 12 other towns: Alna, Boothbay, Boothbay Harbor, Bremen, Newcastle, Nobleboro, Jefferson, Monhegan, Southport, Waldoboro, Westport and Wiscasset.

The Damariscotta ESA has recovered strongly from the recession, as shown in the next table, growing by over 30% from 2011 to 2016, exceeding the State's growth in total retail sales of 25%.

Table 4-8 Taxable Retail Sales

	Annual Totals						Percentage Change	
	2011	2012	2013	2014	2015	2016		2011-2016
Total Retail Sales	\$289,871	\$304,924	\$303,915	\$337,102	\$348,739	\$379,631		30.97%
							State	24.96%
Consumer Retail Sales	\$273,936	\$288,515	\$299,400	\$317,630	\$329,284	\$359,612		31.28%
							State	26.56%
Automobile	\$61,699	\$60,986	\$64,805	\$75,893	\$74,097	\$78,573		27.35%
							State	35.67%
Building	\$33,162	\$37,729	\$40,576	\$42,387	\$45,285	\$49,450		49.12%
							State	21.46%
Food	\$47,908	\$49,585	\$51,111	\$53,233	\$55,314	\$68,811		43.63%
							State	42.39%
General	\$20,190	\$21,499	\$21,406	\$21,012	\$22,500	\$23,286		15.33%
							State	13.20%
Restaurants	\$48,243	\$51,959	\$53,346	\$55,948	\$60,016	\$64,289		33.26%
							State	28.50%
Lodging	\$27,167	\$29,151	\$30,688	\$31,234	\$33,616	\$36,234		33.38%
							State	37.72%
Other	\$35,568	\$37,605	\$37,469	\$37,922	\$38,456	\$38,970		9.56%
							State	18.28%

F. Local Fisheries

The settlement and history of these three communities are tied to the ocean – which continues to provide employment and significant income to residents and business owners, including fishing families, retail and wholesale operations, marine supplies and services, boatbuilders, and shipyards.

Maine Department of Marine Resources landings and license data give a good measure or a snapshot of local fisheries. Fisheries-related licenses cover quite the range of activities from commercial fishing, individual species (such as lobster, shrimp, elver, crab, mussel, crab, worms, scallop, seaweed, urchins), retail and wholesale, and a few others). Due to changes in the marine environment, federal, state and local regulation, and the economy, the three communities have seen swings up or down in the number of residents earning a living from fisheries over the past several years. All three towns have the greatest number of licenses in commercial fishing, commercial shellfish, and of course, lobstering.

As of 2017, Bristol residents had 39 lobster-related licenses, 13 in commercial fishing, and 11 in commercial shellfish; Damariscotta had respectively, 17 lobster, 7 commercial fishing, and 15 in commercial shellfish licenses; South Bristol had about 20 lobster, 8 commercial fishing, and 6 commercial shellfish licenses. A few local licenses are also held by elvers, urchin harvesters, and seaweed harvesters, for example.

Some of the “local” lobsters are landed outside the local ports, and don’t show up on the town-by-town landings data, except for South Bristol. There, in 2017, over 1.32 million pounds were landed at a value of \$5.38 million. South Bristol’s lobsters amounted to over 21 percent of Lincoln County’s lobster landings by weight and by dollar. Statewide landings in 2017 were approximately 112 million pounds at a total value of over \$438 million. The following tables also reveal strong oysters, clams, and eel fisheries. Damariscotta’s oyster harvest in 2017 was about 1.2 million pounds at almost \$3 million in value. Like South Bristol’s lobsters, Damariscotta’s oysters make up a significant part of the both Lincoln County’s and the State’s oyster fishery: 48 percent of the County’s oyster value and 60% of the State’s.

The data are strong indicators of how important fisheries are locally – it’s not all-encompassing as it doesn’t reflect harvests landed in other ports. Still, each fishery has a multiplier effect locally and throughout the County and the State, generating additional jobs and income in trucking, processing, sales, marketing, restaurants, supplies, and marine services.

Bristol Landings by Released Species, 2008-2017				
YEAR	SPECIES	POUNDS	VALUE	# HARVESTERS
2008	clam soft	7,689	\$9,834	28
2008	other species	1,100	\$39,629	27
		8,789	\$49,463	
2009	clam soft	60,076	\$62,326	53
2009	other species	7,639	\$13,941	28
		67,715	\$76,267	
2010	clam soft	19,391	\$23,696	30
2010	other species	633,791	\$30,396	16
		653,182	\$54,092	
2011	clam soft	2,248	\$2,962	6
2011	other species	27,159	\$8,320	19
		29,407	\$11,282	
2012	bloodworms	298	\$3,367	10
2012	clam soft	2,600	\$3,867	13
2012	other species	63,353	\$108,761	25
		66,251	\$115,995	
2013	clam soft	18,209	\$25,987	33
2013	other species	604,599	\$56,133	24
		622,808	\$82,120	
2014	clam soft	5,162	\$10,506	26
2014	eel american	53	\$42,472	9
2014	other species	9,815	\$15,424	27
		15,030	\$68,402	
2015	clam soft	2,208	\$4,804	14
2015	eel american	3	\$6,714	7
2015	other species	26,520	\$9,121	27
		28,731	\$20,639	
2016	clam soft	2,311	\$4,814	11
2016	eel american	9	\$11,258	5
2016	other species	22,132	\$104,920	30
		24,452	\$120,992	

Continued, Bristol Landings				
2017	clam soft	3,876	\$6,070	7
2017	eel american	13	\$17,733	8
2017	other species	7,870	\$47,143	26
		11,759	\$70,946	
<i>Source: Maine DMR Landings Program, 2017 data are preliminary, subject to change without notice.</i>				

Damariscotta Landings by Released Species, 2008-2017				
YEAR	SPECIES	POUNDS	VALUE	# HARVESTERS
2008	bloodworms	2,560	\$28,004	51
2008	clam soft	624,883	\$750,666	171
2008	other species	4,742	\$9,442	26
2008	oysters	357,091	\$767,475	4
		989,276	\$1,555,587	
2009	clam soft	284,574	\$280,997	172
2009	other species	30,552	\$102,271	139
2009	oysters	503,678	\$1,096,805	10
		818,804	\$1,480,073	
2010	clam soft	46,795	\$58,675	60
2010	other species	5,992	\$34,509	102
2010	oysters	712,788	\$1,508,613	9
		765,575	\$1,601,797	
2011	bloodworms	2,213	\$24,348	56
2011	clam soft	147,950	\$192,757	56
2011	other species	6,321	\$8,572	19
2011	oysters	225,708	\$521,263	13
		382,192	\$746,940	
2012	clam soft	208,422	\$315,060	53
2012	other species	10,657	\$27,379	26
2012	oysters	163,380	\$360,653	11
		382,459	\$703,092	
2013	clam soft	243,522	\$344,305	61
2013	other species	10,047	\$88,390	98
2013	oysters	395,939	\$995,836	12
		649,508	\$1,428,531	
2014	clam soft	127,068	\$197,836	48
2014	other species	615	\$1,027	6
2014	oysters	457,587	\$1,215,069	15
		585,270	\$1,413,932	
2015	clam soft	88,587	\$208,578	53
2015	other species	2,044	\$16,223	42
2015	oysters	733,883	\$1,871,050	16
		824,514	\$2,095,851	

Continued, Damariscotta Landings				
2016	clam soft	76,046	\$137,087	66
2016	other species	2,395	\$15,654	39
2016	oysters	843,225	\$2,062,357	9
		921,666	\$2,215,098	
2017	clam soft	57,460	\$96,937	36
2017	other species	6,514	\$19,730	41
2017	oysters	1,174,755	\$2,987,231	15
		1,238,729	\$3,103,898	
<p><i>Source: Maine DMR Landings Program, 2017 data are preliminary, subject to change without notice.</i></p>				

South Bristol Landings by Released Species, 2008-2017

YEAR	SPECIES	POUNDS	VALUE	# HARVESTERS
2008	clam soft	54,051	\$81,676	25
2008	lobster american	1,310,525	\$4,303,218	101
2008	other species	1,836,773	\$938,712	60
		3,201,349	\$5,323,606	
2009	clam soft	135,784	\$181,127	80
2009	lobster american	1,505,896	\$4,265,916	100
2009	other species	2,147,558	\$655,621	51
		3,789,238	\$5,102,664	
2010	clam soft	158,527	\$206,356	40
2010	lobster american	1,481,920	\$4,674,167	95
2010	other species	3,146,150	\$1,540,433	65
		4,786,597	\$6,420,956	
2011	clam soft	177,571	\$247,211	38
2011	lobster american	1,486,808	\$4,650,301	105
2011	other species	2,659,887	\$1,594,329	82
		4,324,266	\$6,491,841	
2012	clam soft	114,895	\$156,273	42
2012	lobster american	1,541,863	\$4,170,545	103
2012	other species	1,767,244	\$1,240,229	105
		3,424,002	\$5,567,047	
2013	clam soft	133,560	\$208,468	37
2013	lobster american	1,328,569	\$3,938,244	94
2013	other species	1,373,566	\$556,838	81
		2,835,695	\$4,703,550	
2014	clam soft	71,940	\$139,491	41
2014	lobster american	1,286,183	\$4,693,881	84
2014	other species	584,165	\$136,308	28
		1,942,288	\$4,969,680	

Continued, South Bristol Landings				
2015	clam soft	94,132	\$248,063	38
2015	lobster american	1,445,045	\$5,902,224	78
2015	other species	1,588,902	\$195,686	26
		3,128,079	\$6,345,973	
2016	clam soft	84,340	\$183,381	34
2016	lobster american	1,579,638	\$6,357,221	79
2016	other species	284,806	\$596,316	23
		1,948,784	\$7,136,918	
2017	clam soft	159,947	\$289,291	41
2017	lobster american	1,321,343	\$5,376,228	80
2017	other species	793,736	\$759,084	25
		2,275,026	\$6,424,603	
<i>Source: Maine DMR Landings Program, 2017 data are preliminary, subject to change without notice.</i>				

G. Seasonal Economy

The three communities are busier places in the summer and early fall. Major destinations, shops, restaurants, and lodging open to welcome visitors and summer residents. There is a significant influx of second-home owners, summer rentals, short-term rentals (such as AirBnB), and day visitors. Seasonal accommodations, from historic hotels to campgrounds, bring people down Route 129/130 from Memorial Day to October. The following table lists most of these.

Table 4-9 Accommodations on the Bristol Peninsula (including part of Damariscotta)

Down Easter Inn	21 rooms	Memorial Day to Columbus Day
Bradley Inn	16 rooms	April to mid-December
Gosnold Arms	25 rooms	mid-May to Oct
Harborside Cottages	10 units	June to Sept
Thompson Cottages	21 units	May to November
Ye Old Forte Cabins	8 cabins, 1 cottage	Memorial Day to Labor Day
Bay View Cottages	3 cottages	Year-round
Pemaquid Beach Cottages	8 cottages	

Hotel Pemaquid	31 rooms, 2 cabins	Memorial Day to Columbus Day
Laughton Cottages	1 2-br cottage, 3 cabins	Memorial Day to Columbus Day
Clark Cove Farm and Inn	Events and vacation rentals	
Pemaquid Point Campground	50: 25 tent, 25 RV sites	
Sherwood Forest Campground	51 RV sites, 11 tent sites, and 4 cabins	

To develop an approximate number of people staying in the corridor in these accommodations, we factored in a 20-week season (between Memorial Day and Columbus Day), approximately 266 units, turning over twice a week. The average overnight stay in Maine is 3.5 days, according to Maine Office of Tourism’s 2017 report. Using 3 people per unit (a little high for the inns and hotels, but low for cottages), about 10,640 people stay at local lodging annually.

The corridor is home to one of the most iconic and popular lighthouses in Maine, and to an important state historic property. The Pemaquid Lighthouse receives between 60,000-70,000 visitors per year. The Pemaquid Beach, managed by the Bristol Parks and Recreation, gets 25,000-30,000 per year (this beach count does not include any count of resident park passes).

The Colonial Pemaquid State Historic Site is owned and managed by the Division of Parks and Public Lands, part of the Maine Department of Agriculture, Conservation and Forestry. The Friends of Colonial Pemaquid is a non-profit organization that provides important assistance to the state in caring for and interpreting this site. The following table shows recent years of visitor counts. Colonial Pemaquid trends are consistent with all Maine State Parks and Historic Sites, and usually vary from year to year due to weather, the economy and gas prices, the switch to pneumatic vehicle counters instead of manual counting; and special park activities. The last six years of counts are considered very accurate.

Year	Day Visitors	% +/- from Prev Year
2017	60,158	1.5
2016	59,262	2.9
2015	57,567	-17.5
2014	69,800	11.9
2013	62,373	-13.8
2012	72,365	-15.9
2011	86,094	200.3
2010	28,673	-35.5
2009	44,436	

Source: Maine State Parks Public Use Report, Maine DACF, Bureau of Parks and Lands

H. Housing

Over the past 20 years, the number of households has grown at a faster rate than the population. Part of household growth is due to the in-migration of retiree-aged households, empty nesters, more families headed by single parents, and reduced birth rates, among other causes. The corridor's growth of housing units in the 2000-2010 decade exceeded the County's growth rate.

Table 4-11 Housing Units of Route 129/130 Corridor Municipalities

	2000	2010	Growth 2000 - 2010		2015	No. of units	Growth 2010 - 2015
			No. of units	Percent Change			
Bristol	2288	2585	297	13%	2696	111	4.3%
Damariscotta	1151	1359	208	18.1%	1426	67	4.9%
South Bristol	929	1076	147	15.8%	1045	- 31	- 2.9%
Corridor	4368	5020	652	15.0	5167	147	2.9%
Lincoln County	20,849	23,493	2644	12.7%	23,602	109	4.6%

Source: Census, American Community Survey

The higher vacancy rate shows the strength of the seasonal housing sector in Bristol and South Bristol. Looking at *Table 4-12* of the total housing units, Lincoln County and Damariscotta have about 63 to 65% occupied, with about 35-37% vacant. Bristol has a 50/50 split, and South Bristol has 55% of its units vacant. Whether available for a few days or several weeks, these vacant units represent additional visitors and users of the area's roads.

Table 4-12 Housing Occupancy and Units in Structure

	Bristol		Damariscotta		South Bristol		Lincoln County		Maine	
	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent
Occupancy										
Total housing units	2,696		1,426		1,045		23,602		726,227	
Occupied housing units	1,336	49.6%	924	64.8%	467	44.7%	14,876	63.0%	553,284	76.2%
Vacant housing units	1,360	50.4%	502	35.2%	578	55.3%	8,726	37.0%	172,943	23.8%
Homeowner vacancy rate	0.9		5.5		5.4		2		2	
Rental vacancy rate	17.9		14.6		16.8		15.9		6.6	
Units In Structure										
Total housing units	2,696		1,426		1,045		23,602		726,227	
1-unit, detached	2,516	93.3%	986	69.1%	965	92.3%	18,863	80.3%	506,528	69.7%
1-unit, attached	16	0.6%	22	1.5%	12	1.1%	324	1.4%	16,066	2.2%
2 units	12	0.4%	57	4.0%	10	1.0%	398	1.7%	37,203	5.1%
3 or 4 units	24	0.9%	92	6.5%	5	0.5%	631	2.7%	40,941	5.6%
5 to 9 units	8	0.3%	86	6.0%	0	0.0%	423	1.8%	26,867	3.7%
10 to 19 units	0	0.0%	35	2.5%	0	0.0%	95	0.4%	12,034	1.7%
20 or more units	0	0.0%	78	5.5%	0	0.0%	241	1.0%	22,578	3.1%
Mobile home	120	4.5%	70	4.9%	50	4.8%	2,524	10.7%	63,733	8.8%
Boat, RV, van, etc.	0	0.0%	0	0.0%	3	0.3%	3	0.0%	277	0.0%
<i>Source: 2011-2015 American Community Survey 5-Year Estimate, DP04</i>										

I. Housing Affordability

Like many parts of the State, especially in coastal communities, homes are increasingly expensive. Since the recession, the median income of area residents has climbed, as has the median home price. For a few years, 2014 to 2016, homes in the County were a little more affordable to the average family. Of the corridor towns, Damariscotta and South Bristol have the greatest number of median income households unable to afford a median-priced home; Bristol is about the same as the County and State, with about 53 percent. The lack of affordable housing in the corridor means that moderate- and lower-income local employees, for example those in the hospitality sector, often have to commute longer distances to work within the corridor. Many of these workers commute from inland communities where housing prices are more affordable.

Table 4-13 2017 Home Ownership Affordability

	Affordability Index	Median Home Price	Median Income	Income Needed to Afford Median Home Price	Home Price Affordable at Median Income	Households Unable to Afford Median Home Price
Bristol	0.91	\$240,000	\$57,230	\$62,381	\$208,973	53.3%
Damariscotta	0.56	\$270,500	\$44,868	\$80,427	\$150,905	78.0%
South Bristol	0.44	\$514,250	\$55,882	\$127,428	\$225,519	73.6%
Lincoln County	0.92	\$215,000	\$55,369	\$59,925	\$198,652	53.7%
Maine	0.93	\$197,000	\$53,190	\$57,089	\$183,546	54.1%

Source: Maine State Housing Authority. Notes: The affordability index is the ratio of Home Price Affordable at Median Income to Median Home Price. An index of less than 1 means the area is generally unaffordable – i.e., a household earning area median income could not cover the payment on a median priced home (30 year mortgage, taxes and insurance) using no more than 28% of gross income.

J. Commuting For Work and Vehicle Availability

Workers over 16 years old in the three communities travel a few minutes to over an hour to their jobs. Damariscotta workers have the shortest average commute, 19.9, with South Bristol at 24.3 and Bristol, the longest commute, 28.2 minutes. The mean “commute” time in Maine is 23.6 minutes, in the County 24.9.

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.

Table 4-14 Travel Time to Work in the Corridor

Travel Time to Work	Bristol	Damariscotta	South Bristol	Lincoln County
Less than 10 minutes	22.6 %	23.3%	21.3%	18.9%
10 to 14 minutes	16.0%	27.5%	20.1%	12.8%
15 to 19 minutes	19.3%	9.5%	16.9%	12.8%
20 to 24 minutes	10.6%	9.4%	13.9%	14.2%
25 to 29 minutes	5.2%	8.0%	7.2%	7.4%
30 to 34 minutes	7.5%	4.6%	1.7%	12.8%
35 to 44 minutes	6.7%	9.3%	3.5%	6.9%
45 to 59 minutes	4.0%	3.4%	3.0%	7.1%
60 minutes +	8.2%	4.9%	12.4%	7.1%

Source: American Community Survey, 2015.

Table 4-15 Distance from Home to Work

	Bristol		Damariscotta		South Bristol	
Total All Jobs	870	100.0%	516	100.0%	324	100.0%
Less than 10 miles	414	47.6%	273	52.9%	136	42.0%
10 to 24 miles	206	23.7%	116	22.5%	73	22.5%
25 to 50 miles	146	16.8%	83	16.1%	69	21.3%
Greater than 50 miles	104	12.0%	44	8.5%	46	14.2%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, 2015 (Beginning of Quarter Employment, 2nd Quarter of 2002-2015).

Table 4-16 Places to Work

	Worked in Maine	Worked in Lincoln County	Worked in other Maine County	Worked Out of State
Bristol	97.5%	78.4%	19.2%	2.5%
Damariscotta	98.4%	82.2%	16.2%	1.6%
South Bristol	90.7%	79.8%	10.9%	9.3%
Lincoln County	97.7%	65.0%	32.7%	2.3%

Source: American Community Survey, 2015.

Generally, Damariscotta’s workers have short commutes, taking 15 minutes or less; and at the other end, South Bristol has the greatest percentage of employees traveling an hour or more.

Most commuters in each community continue to drive to work alone. Carpooling varies by town, with only 5% of Bristol workers traveling together, 10% in Damariscotta, and 17% in South Bristol. Scheduled, fixed-route public transportation is not readily available in the area; Lincoln County workers taking public transportation may be using Concord Coach bus service.

Table 4-17 Commuting Methods

Means of Travel to Work	Bristol	Damariscotta	South Bristol	Lincoln County
Car, truck, or van - Drove alone	906	609	301	12,507
Car, truck, or van - Carpooled	47	62	63	1,779
Public transportation	0	0	0	51

Source: American Community Survey, 2015, (Workers 16 years and older not working at home).

How many employees have no car and rely on carpooling? A small percent of residents have no car, with the highest rate in South Bristol – 3.1% (higher than the State rate). Most area employees (two-thirds or more) have one or two cars.

Table 4-18 Vehicle Availability

	Bristol	Damariscotta	South Bristol	Lincoln County	Maine
No vehicle	0.5%	0.6%	3.1%	1.0%	2.3%
1 vehicle	22.3%	40.6%	26.1%	21.6%	19.8%
2 vehicles	48.8%	35.4%	41.7%	44.6%	46.9%
3 or more	28.3%	23.6%	29.1%	32.8%	31%

One overall observation from this travel to work information: while most South Bristol workers have reasonable commute times, a significant percentage have over an hour commute and a higher percentage (compared to the other towns) also have no car to use. A local or regional transportation service geared to employees would benefit this community. Secondly, possible park-and-ride lot locations could be identified and car or van-pooling could help reduce resident’s transportation expenses.

5. Natural and Scenic Resources

As with most of Maine, the natural resources along Route 129 and Route 130 are an important part of the local geography. There should be regional cooperation to protect and sustain the natural resources that currently exist along the corridor. There are a variety of existing uses and land covers—forests, fields, wetlands, waterbodies, and marine zones.

The maps titled *Water Resources and Riparian Habitats* show the areas in the National Wetland Inventory, current shoreland zoning, public wells, and impervious surfaces. Not all streams or wetlands are depicted on the maps and it is only intended to illustrate the natural hydrologic connections between surface water features. Protecting these areas protects water quality, maintains habitat connections, and safeguards important economic resources.

The *High Value Plant and Animal Habitats* maps depict rare, threatened, and endangered species and important and sensitive habitats. These undeveloped natural areas are essential to sustaining biodiversity that supports the local natural resource-based economy. The maps also depict natural corridors that connect habitats. Promoting improved habitat connectivity along the corridor will also ensure biodiversity.

Significant fresh and salt water resources along the corridor and on the Pemaquid Peninsula include the Damariscotta River, Days Cove, Huston Cove, Johns River, Pemaquid River, Pemaquid Harbor, Boyd Pond, Biscay Pond, and Clarks Cove Pond. These waterbodies are within shoreland zones and are protected by local ordinances and state statute.

Drinking water along the corridor is acquired through both public water supply and private wells. The Great Salt Bay Sanitary District is a public utility that supplies water along the Route 129/130 Corridor on Bristol Road and in the Damariscotta Village via Little Pond. The water service area extends down Route 129/130 to just south of the Miles Road intersection—supplying water to Miles Hospital. The rest of the Pemaquid Peninsula uses wells to access drinking water.

The Maine Natural Areas Program, Beginning with Habitat, has identified The Salt Bay Focus Area due to its exceptional ecological value and productivity. It seeks opportunities to conserve undeveloped land by working with landowners, encouraging town planners to improve approaches to development, monitoring and removing invasive plants and animals, and several other approaches to conservation. Refer to the Beginning with Habitat map of The Salt Bay Focus Area at https://www1.maine.gov/dacf/mnap/focusarea/salt_bay_focus_area.pdf for more information.

In addition to environmental benefits, the natural resources on the Pemaquid peninsula are renown for their scenic beauty. Many residents and visitors hold the views along the Route 129/130 corridor (and just beyond) in high regard. Preserving these assets, found on the *Scenic Views* map, should be among the regional priorities.

Natural Resource Objectives

- Protect and preserve habitats and habitat connections along the corridor.
- Protect the water quality for fresh and salt water along the corridor.

Scenic Resource Objectives

- Consider the impact of future development on scenic views
- Identify potential areas to emphasize or preserve scenic views

Scenic Views Along Route 129/130

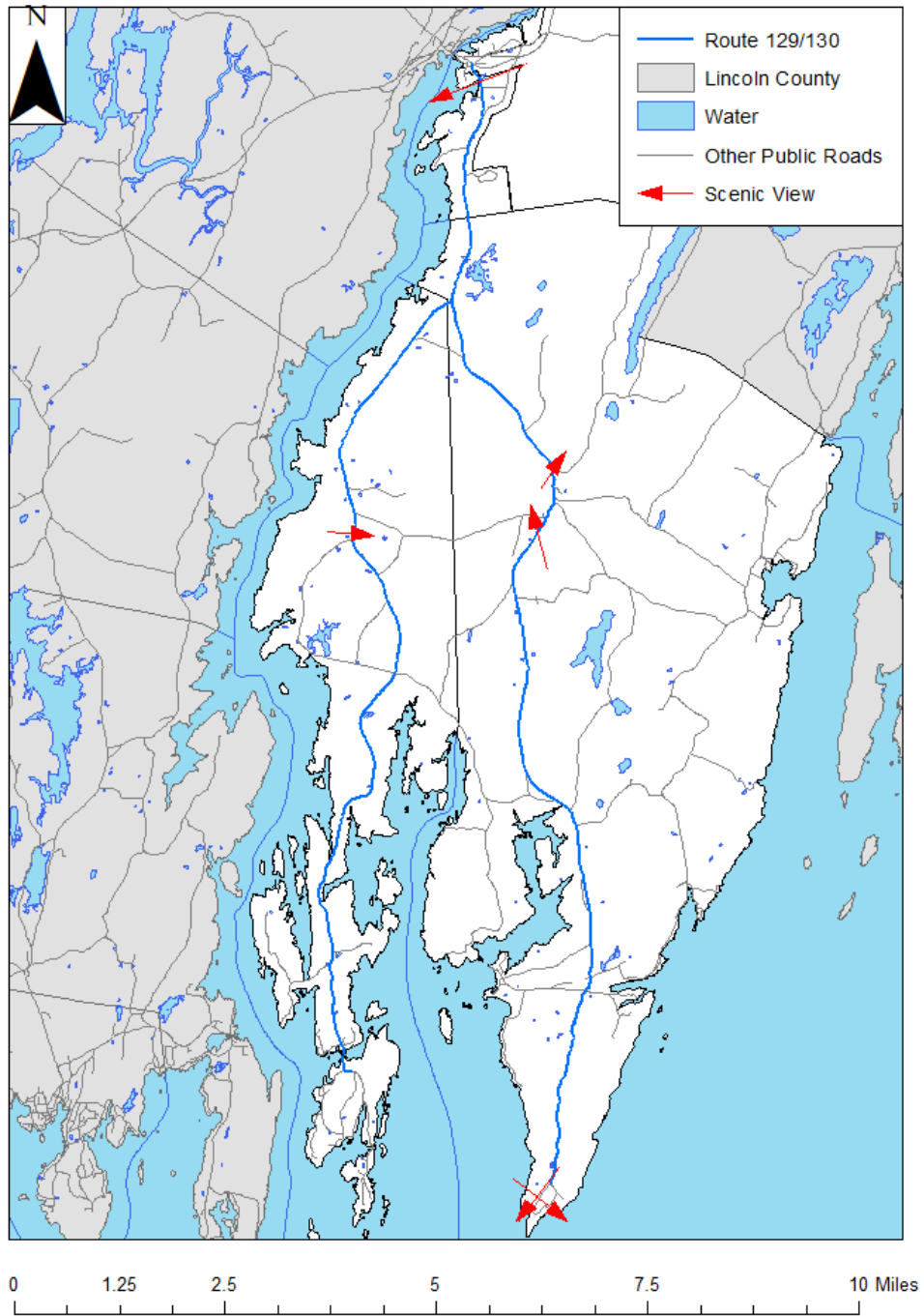


Figure 5-1



Scenic view located just off of Route 130 on the Pemaquid Peninsula



Scenic view of Pemaquid Point

6. Corridor Investments Sought

In the previous sections highlighting resources throughout the corridor, the multimodal corridor management plan has identified general objectives of the corridor communities. Acknowledging these resources, an informed selection has been made of transportation related investments to meet the needs of residents, businesses, and others who use the corridor. Some of these investments will require specific analysis and evaluation by MaineDOT and transportation engineers to determine appropriate solutions, based on accepted transportation and civil engineering principles, before implementation can occur. MaineDOT is requested to review these recommendations and consider them when proposing and making improvement on the Route 129/130 corridor. Given the ever-increasing constraint on transportation budgets, and the rising costs of construction materials and movement of construction materials, it becomes more crucial that new transportation investments are based on serving the best interests of the corridor and region as a whole.

The following list of recommendations is provided in order of importance to the corridor. The Advisory Committee for the Route 129/130 Multimodal Corridor Management Plan has made it clear that their number one priority is to see improved road conditions.

Route 129/130 Corridor Management Plan Recommendations							
(Immediate = within 2 years, Midterm = 2-5 years, Long term = 5+ years)							
	Recommendation (The What)	Investment Descriptions (The How)	Rationale (The Why)	Town	Location(s)	Responsible Party(ies)	Timeframe
1	Establish quarterly communication between corridor towns and MaineDOT Region 2	Towns appoint a road commissioner, head of public works, or other individual to be responsible for reporting current and developing unsafe road conditions	Open and regular communication ensures both parties are informed on corridor safety issues	Damariscotta Bristol South Bristol	Throughout	Towns MaineDOT	Immediate On-going
2	Work with MaineDOT to ensure that Route 129 and Route 130 receive regularly scheduled paving on the appropriate cycle for their HCP	During quarterly communication between towns and Maine DOT Region 2, voice paving concerns. Base repair plans off of MaineDOT CSL ratings	Roads that are not regularly paved deteriorate into unsafe conditions and become less likely to be paved in the immediate due to rising financial burdens	Damariscotta Bristol South Bristol	Locations that received a D- or F Rating on Pavement Condition per MaineDOT CSL Methodology	MaineDOT Towns	Immediate On-going
3	Develop and adopt a multi-modal policy, advocating for the inclusion of bike/ped accommodations in future roadway projects	Official town selectboard commitment to a multi-modal policy, to consider the needs of all users when planning and developing all future major roadway projects	Multi-modal policy and practices work to provide safe access options for all users	Damariscotta Bristol South Bristol	Throughout	Towns MaineDOT	Immediate On-going

Route 129/130 Corridor Management Plan Recommendations							
(Immediate = within 2 years, Midterm = 2-5 years, Long term = 5+ years)							
	Recommendation (The What)	Investment Descriptions (The How)	Rationale (The Why)	Town	Location(s)	Responsible Party(ies)	Timeframe
4	Review project plan for Damariscotta Sidewalk Project (WIN# 019406.00) prior to sidewalk installation to ensure proper safety precautions are in place	Advocate to MaineDOT the need for supplemental lighting and RRFBs at the Miles Road crossing and the need to add these items as a project expense included in the MaineDOT project budget	Pedestrian crossing near a hospital should be properly signed and illuminated-- RRFBs and supplemental lighting	Damariscotta	Crosswalk south of Miles Road	MaineDOT (Installation)Town (Maintenance)	Immediate
5	Work with MaineDOT to proactively identify areas of maintenance concern before they become major issues	During quarterly communication with MaineDOT, Town representatives should have a detailed list of potential problem areas and Region 2 MaineDOT should inspect reported issues	Maintenance issues that are not immediately addressed put drivers at risk and lead to future deterioration of the roadway	Damariscotta Bristol South Bristol	Throughout Drainage, pot holes, rutting, etc.	Towns MaineDOT	Immediate On-going
6	Consider alterations to School Street-Route 1B intersection to account for potential increase in traffic using School Street	Complete an alternatives analysis for intersection realignment and signaling	Advisory Committee and Public report increased use on School Street to avoid congestion on Route 1B in Downtown Damariscotta	Damariscotta	School Street and Route 1B intersection	MaineDOT	Midterm

Route 129/130 Corridor Management Plan Recommendations							
(Immediate = within 2 years, Midterm = 2-5 years, Long term = 5+ years)							
	Recommendation (The What)	Investment Descriptions (The How)	Rationale (The Why)	Town	Location(s)	Responsible Party(ies)	Timeframe
7	Convert School Street intersection to a "T" intersection using a curbed island to improve line of sight	Complete an alternatives analysis for intersection realignment	The angle of approach (School St. headed south approaching Bristol Rd.) provides an unsafe line of sight	Damariscotta	School Street and Bristol Road intersection	MaineDOT	Midterm
8	Evaluate the feasibility of improving bike/ped use along the corridor	Towns should conduct an assessment of the corridor for areas that can sustain bike/ped improvements-- accounting for right-of-way, travel speed, line of sight, etc.	A detailed assessment/study could save the town money when/if it decides to pursue bike/ped facilities	Damariscotta Bristol South Bristol	Throughout	MaineDOT Towns	Midterm
9	Prepare to incorporate bike/ped development along Route 129/130 corridor	Based on the assessment in Recommendation 8, towns should set aside capital funding to dedicate to bike/ped facilities-- crosswalks, sidewalks, trails, etc.	Improved bike/ped conditions encourage resident and tourist use	Damariscotta Bristol South Bristol	Throughout	MaineDOT Towns	Midterm Long term
10	Make the Church Street/Route 1B/Bristol Road intersection easier to navigate for out-of-town visitors	Complete an alternatives analysis for intersection realignment Study turning movements, sight	Current conditions are often unclear and lead to traffic congestion and accidents	Damariscotta	Bristol Road and Route 1B and Church Street intersection	MaineDOT (Evaluation) Town (Maintenance)	Midterm

Route 129/130 Corridor Management Plan Recommendations							
(Immediate = within 2 years, Midterm = 2-5 years, Long term = 5+ years)							
	Recommendation (The What)	Investment Descriptions (The How)	Rationale (The Why)	Town	Location(s)	Responsible Party(ies)	Timeframe
		distance, signage, and lane markings					
11	Improve access and safety near the Bristol Mills village center	Evaluate alternatives to address parking concerns and pedestrian crossings for both sides of Bristol Road	Current conditions lead to obstructed views and unsafe pedestrian crossing	Bristol	Bristol Town Office, Deb's Diner, Church, Upper/Lower Round Pond Roads	Town	Midterm
12	Evaluate whether the current speed limit at the specified areas along Bristol Road is appropriate for new conditions	Request and conduct speed study evaluation by MaineDOT in Spring 2019, post sidewalk installation	Most recent speed studies concluded that the Speed Limit should remain 35 MPH, but introduction of pedestrian crossing and sidewalk may influence different result	Damariscotta	Bristol Road- At Days Cove and at Miles Road	Town (Request) MaineDOT (Study)	Immediate

Route 129/130 Corridor Management Plan Recommendations							
(Immediate = within 2 years, Midterm = 2-5 years, Long term = 5+ years)							
	Recommendation (The What)	Investment Descriptions (The How)	Rationale (The Why)	Town	Location(s)	Responsible Party(ies)	Timeframe
13	Create park and ride options for Pemaquid Peninsula residents	Evaluate the need and potential locations for park and ride lots on Pemaquid Peninsula	Reduce the distance that individuals need to drive Fewer vehicles travelling the road leads to reduced congestion	Damariscotta Bristol South Bristol	Throughout	Towns MaineDOT	Midterm
14	Improve pedestrian safety at specific "high foot traffic" areas	Evaluate need, safety considerations, and cost to install ADA and MaineDOT compliant crosswalk	Locations that experience frequent pedestrian crossings without a designated crossing are unsafe	Bristol	Bristol Mills Town Office and New Harbor near Snowball Hill Road and Southside Road (Ice cream shop and grocery store)	MaineDOT Towns	Midterm/ Long term
15	Use traffic calming devices to reduce driving speeds and improve bike/ped safety, where necessary	Identify locations and evaluate effectiveness for specific traffic calming strategies at each location	Traffic calming devices can be useful in areas where traffic exceeds the posted speed limit or pedestrians frequently enter the travel lane	Damariscotta Bristol South Bristol	Throughout- including but not limited to Bristol Mills village, school zones, and other village areas	MaineDOT LCRPC Towns	Immediate On-going

Route 129/130 Corridor Management Plan Recommendations							
(Immediate = within 2 years, Midterm = 2-5 years, Long term = 5+ years)							
	Recommendation (The What)	Investment Descriptions (The How)	Rationale (The Why)	Town	Location(s)	Responsible Party(ies)	Timeframe
16	Improve current public transit alternatives and consider additional alternatives	Evaluate the feasibility, demand, and provision of public transit alternatives; scheduled or on-demand	Local residents may lack the means to travel independently	Damariscotta Bristol South Bristol	Throughout	MaineDOT Towns Midcoast Trans LCRPC	Immediate
17	Develop a bike/ped path connecting the South Bristol School with Rutherford Library (South Bristol)	Plan and budget for trail restoration. Apply to LCRPC for ASK Grant funding.	Current evacuation plans for the South Bristol School involve students walking along Route 129 to the library. A bike/ped path would be more direct and increase safety.	South Bristol	South Bristol School and Rutherford Library	South Bristol School Rutherford Library Town	Immediate- Midterm
18	Improve line-of-sight on state and town roads along the corridor	Manage roadside vegetation to maintain safe sight distance	Encroaching vegetation limits line of sight and makes pedestrians feel unsafe	Damariscotta Bristol South Bristol	Throughout State & Town Roads	MaineDOT (State roads) Towns (Local roads)	Immediate On-going
19	Encourage shared access points	Towns should allow shared driveways with adjacent lots	Shared access limits the traffic conflict points and improves traffic flow and reduces accidents	Damariscotta Bristol	Throughout	Towns	Immediate On-going

Route 129/130 Corridor Management Plan Recommendations							
(Immediate = within 2 years, Midterm = 2-5 years, Long term = 5+ years)							
	Recommendation (The What)	Investment Descriptions (The How)	Rationale (The Why)	Town	Location(s)	Responsible Party(ies)	Timeframe
20	Prevent uncontrolled development along the corridor	Develop ordinances that prevent uncontrolled growth and development	Uncontrolled growth could threaten the character of the town and compromise the efficiency of the roadway	Damariscotta Bristol	Throughout the Town of Bristol	Towns	Immediate On-going
21	Create consistency with town documents as they relate to the Route 129/130 MMCMP	Update transportation section of comprehensive plans and ordinances to incorporate recommendations for municipality needs for consistency with Route 129/130 MMCMP	Incorporating this plan into town documents will help towns better implement their identified goals	Damariscotta Bristol	N/A	Towns	Midterm
22	Protect the wildlife habitats along the study corridor	Evaluate each transportation projects environmental impact on wildlife habitats and habitat connections along the study corridor	Many animal and plant habitats are within 500 ft radius of the Route 129/130 centerline. Encroaching on these habitats could be detrimental to existing species	Damariscotta Bristol South Bristol	Refer to High Value Plant and Animal Maps & Conserved Land and Undeveloped Habitat Map	Towns MaineDOT	Immediate On-going

Route 129/130 Corridor Management Plan Recommendations							
(Immediate = within 2 years, Midterm = 2-5 years, Long term = 5+ years)							
	Recommendation (The What)	Investment Descriptions (The How)	Rationale (The Why)	Town	Location(s)	Responsible Party(ies)	Timeframe
23	Protect water quality for fresh and salt water along the study corridor	Evaluate each transportation projects environmental impact on water quality for fresh and salt water along the study corridor	When addressing drainage issues, consider run off and prevent from contaminating water supplies	Damariscotta Bristol South Bristol	Refer to Water Resources and Riparian Habitats Map	Towns MaineDOT	Immediate On-going
24	Increase awareness of preserves and land trust trails on the Pemaquid Peninsula	Promote existing preserves and trails and explore the possibility of acquiring additional conserved lands	More off-road ped use could mean less on-road ped useImproved pedestrian trails could become a regional draw	Damariscotta Bristol South Bristol	Throughout	Towns Land Trusts	Immediate/ Midterm
25	Identify, preserve, and enhance scenic views along the study corridor	Evaluate the impact of future development on scenic corridor views during site plan reviews	Scenic views are a regional draw for local visitors and tourists who support the local economy	Damariscotta Bristol South Bristol	Throughout	Towns	Immediate On-going

Appendices

Transportation Appendix

Damariscotta

This report shows the 2018-2020 Work Plan entries for Damariscotta. The costs listed are the total cost of these projects – some of which may extend into neighboring towns. It also shows a listing of maintenance work specifically recorded to Damariscotta in 2017, as well as any 2017 Local Road Assistance payments. Activities that are managed on a larger scale, such as snow & ice control, and maintenance work done by contract are not listed. The maintenance accomplishments may also extend into neighboring towns, but are listed in the first town where the work was reported. Finally, any capital projects that were completed in 2017 are also listed.

Planned Capital and Maintenance Work 2018-2020

Work Plan Year: 2018

Municipalities(s): Damariscotta

Asset(s): Route 129

Description: Beginning 0.03 of a mile south of Route 1B and extending southerly 0.40 of a mile.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
019406.00	Bicycle-Pedestrian New Construction Trail, On-Road	HCP 3	\$489,620

Work Plan Year: 2018

Municipalities(s): Damariscotta

Asset(s): Route 129

Description: Replacing instream culvert (No.131518) located 0.02 of mile south of Days Cove Lane.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
WR 35443	Drainage Maintenance	HCP 3	\$120,000

Work Plan Year: 2018

Municipalities(s): Damariscotta

Asset(s): Route 129

Description: Beginning at Main Street and extending south 1.91 miles to the Bristol town line.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
022094.00	Highway Paving Light Capital Paving	HCP 3	\$67,614

Local Road Assistance – Fiscal Year – 2018

\$21,068

Maintenance Accomplishments – 2017

Activities managed on a larger scale, such as snow & ice control, and work done by contract are not listed. *The maintenance accomplishments may extend into neighboring towns, but are listed in the first town where the work was reported.*

- 1.00 Drainage Structures Repaired
- 3.00 Trees Removed
- 5.00 Emergency Event Responses
- 45.80 Ton(s) of Patch Applied
- 28,082.00 Linear Feet of Grader Ditching
- 800.00 Linear Feet of Backhoe Ditching
- 793.00 Sq Feet of Pavement Legend Applied
- 4.50 Shoulder Miles of Sweeping
- 29.90 Miles of Striping Applied
- 2,308.30 Ton(s) of Hot Mix Paving
- 4.60 Mile(s) of Shoulder prepared for LCP
- 90.00 Linear Feet of Shoulder Rebuilt
- 693.00 Linear Feet of Brush Removed
- 35.20 Shoulder Miles of Mowing

Completed Capital Projects – 2017

- 018990.00 NEWCASTLE, DMRSCOTTA R BRNo.2215 Damariscotta River Bridge (No.2215) over the Damariscotta River. Located at the Newcastle-Damariscotta town line.

Bristol

This report shows the 2018-2020 Work Plan entries for Bristol. The costs listed are the total cost of these projects – some of which may extend into neighboring towns. It also shows a listing of maintenance work specifically recorded to Bristol in 2017, as well as any 2017 Local Road Assistance payments. Activities that are managed on a larger scale, such as snow & ice control, and maintenance work done by contract are not listed. The maintenance accomplishments may also extend into neighboring towns, but are listed in the first town where the work was reported. Finally, any capital projects that were completed in 2017 are also listed.

Planned Capital and Maintenance Work 2018-2020

Work Plan Year: 2018

Municipalities(s): Bristol, South Bristol

Asset(s): Harrington Road

Description: Beginning at Route 129 and extending south 2.80 miles to Route 130.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
022094.00	Highway Paving Light Capital Paving	HCP 4	\$99,120

Work Plan Year: 2018

Municipalities(s): Bristol

Asset(s): Snow Ball Hill Road

Description: Beginning at the north intersection of Route 130 and extending south 2.20 miles.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
022094.00	Highway Paving Light Capital Paving	HCP 4	\$77,880

Work Plan Year: 2018

Municipalities(s): Bristol

Asset(s): Route 130

Description: Beginning at Huddle Road and extending south 2.96 miles to Pemaquid Loop Road.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
022094.00	Highway Paving Light Capital Paving	HCP 3, 4	\$104,784

Local Road Assistance – Fiscal Year – 2018

\$46,496

Maintenance Accomplishments – 2017

Activities managed on a larger scale, such as snow & ice control, and work done by contract are not listed. *The maintenance accomplishments may extend into neighboring towns, but are listed in the first town where the work was reported.*

7.00	Emergency Event Responses
100.00	Linear Feet of Shoulder Rebuilt
2,504.00	Linear Feet of Brush Removed
775.00	Linear Feet of Backhoe Ditching
150.30	Miles of Striping Applied
135.00	Sq Feet of Pavement Legend Applied
58.40	Shoulder Miles of Mowing
144.00	Linear Feet of Bridge Rail Repaired or Replaced
1.00	Bridge(s) Sealed
892.00	Ton(s) of Shim Applied
27.70	Ton(s) of Patch Applied
14.00	Trees Removed
1.00	Underwater Inspection(s) Performed
1.00	Bridge(s) Washed
49.00	Drainage Structures Installed or Replaced

South Bristol

This report shows the 2018-2020 Work Plan entries for South Bristol. The costs listed are the total cost of these projects – some of which may extend into neighboring towns. It also shows a listing of maintenance work specifically recorded to South Bristol in 2017, as well as any 2017 Local Road Assistance payments. Activities that are managed on a larger scale, such as snow & ice control, and maintenance work done by contract are not listed. The maintenance accomplishments may also extend into neighboring towns, but are listed in the first town where the work was reported. Finally, any capital projects that were completed in 2017 are also listed.

Planned Capital and Maintenance Work 2018-2020

Work Plan Year: 2018
Municipalities(s): South Bristol
Asset(s): Route 129
Description: The Gut Bridge (No.2339) over The Gut. Located 0.17 of a mile north of West Side Road.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
016750.20	Bridge Improvements	HCP 4	\$280,000

Work Plan Year: 2018
Municipalities(s): South Bristol
Asset(s): Route 129
Description: Ditching and replacing four culverts beginning at the Tidewater Way intersection extending south 4.03 miles to the Thompson Inn Road intersection.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
WR 34943	Drainage Maintenance	HCP 4	\$36,000

Work Plan Year: 2018
Municipalities(s): South Bristol
Asset(s): Route 129
Description: Beginning 0.14 of a mile south of Half Moon Cove Road and extending south 4.48 miles to Middle Road.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
022094.00	Highway Paving Light Capital Paving	HCP 4	\$158,592

Work Plan Year: 2018
Municipalities(s): Bristol, South Bristol
Asset(s): Harrington Road
Description: Beginning at Route 129 and extending south 2.80 miles to Route 130.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
022094.00	Highway Paving Light Capital Paving	HCP 4	\$99,120

Local Road Assistance – Fiscal Year – 2018

\$19,208

Maintenance Accomplishments – 2017

Activities managed on a larger scale, such as snow & ice control, and work done by contract are not listed. *The maintenance accomplishments may extend into neighboring towns, but are listed in the first town where the work was reported.*

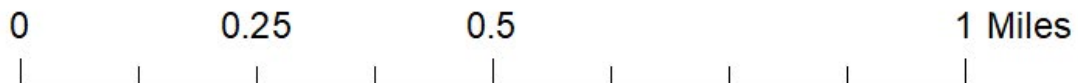
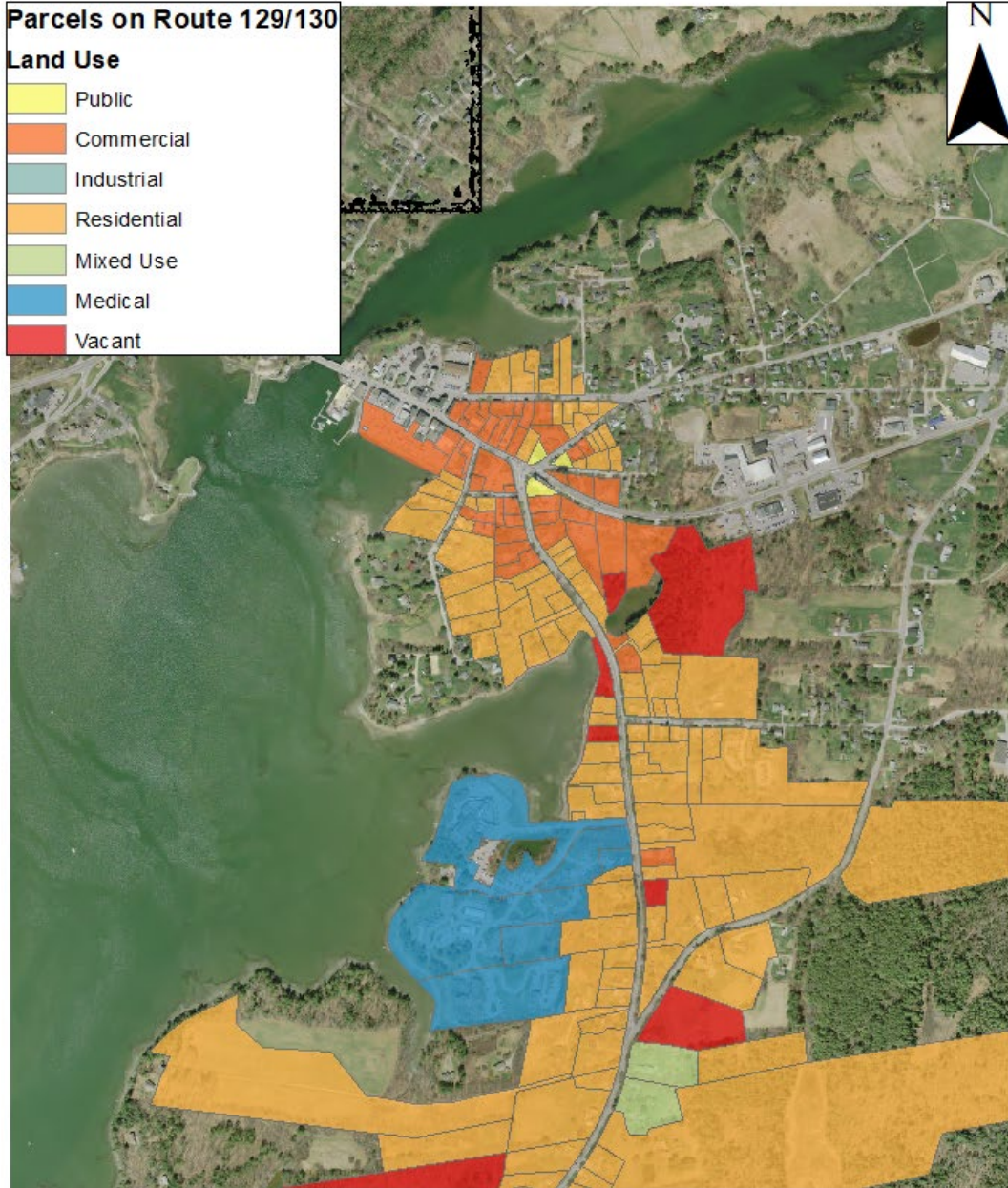
- 5.60 Shoulder Miles of Mowing
- 3,176.00 Linear Feet of Backhoe Ditching
- 0.80 Ton(s) of Patch Applied
- 5.40 Miles of Striping Applied
- 800.00 Linear Feet of Brush Removed
- 36.00 Sq Feet of Pavement Legend Applied
- 5,356.00 Moveable Bridge Opening(s)
- 74.00 Moveable Bridge Maintenance Action(s)

Completed Capital Projects – 2017

- 016750.00 SOUTH BRISTOL, THE GUT BRNo.2339 The Gut Bridge (No.2339) which carries Route 129 over The Gut. Located 0.17 of a mile north of the West Side Road.

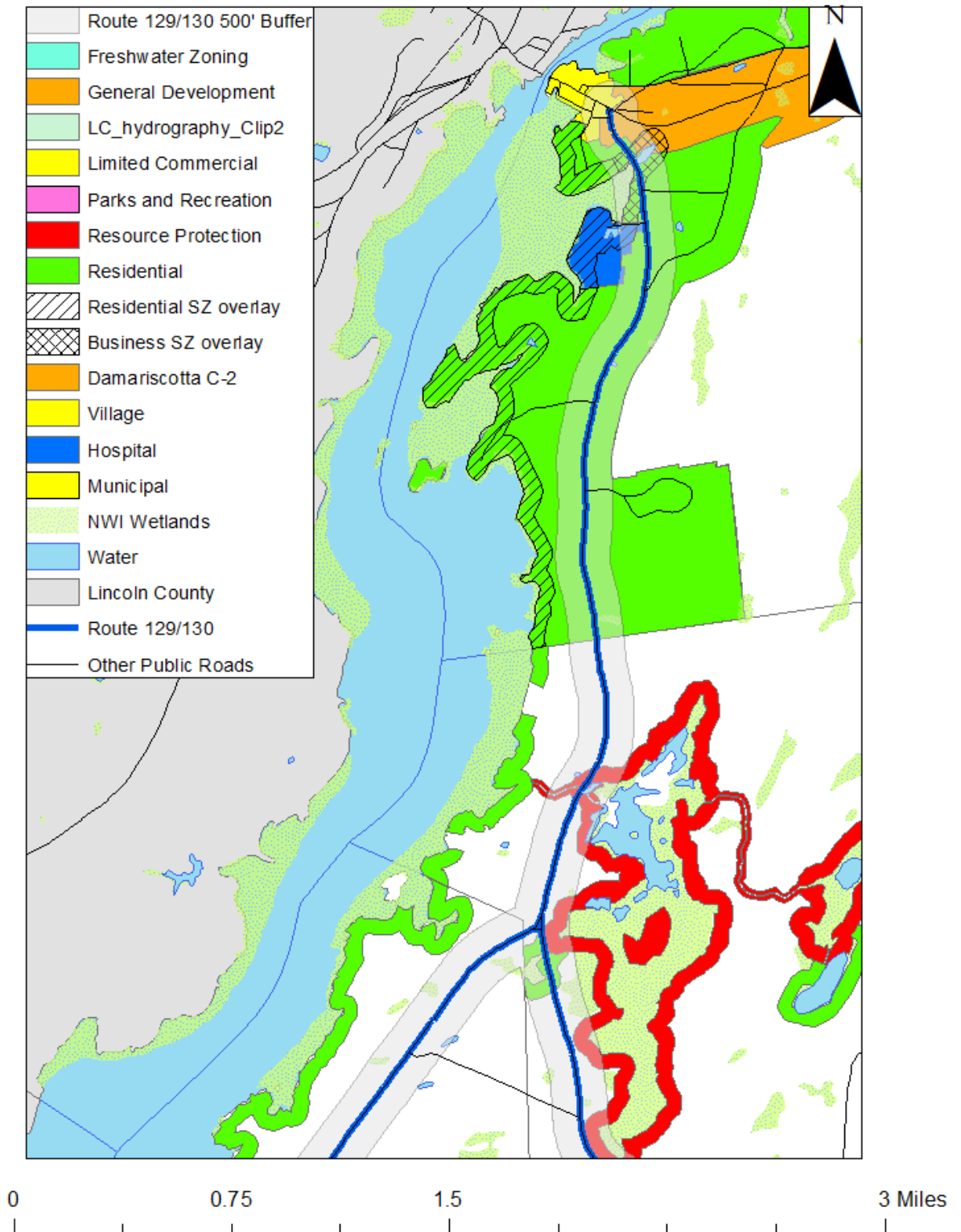
Land Use Appendix

Damariscotta Land Use Route 1B to School Street



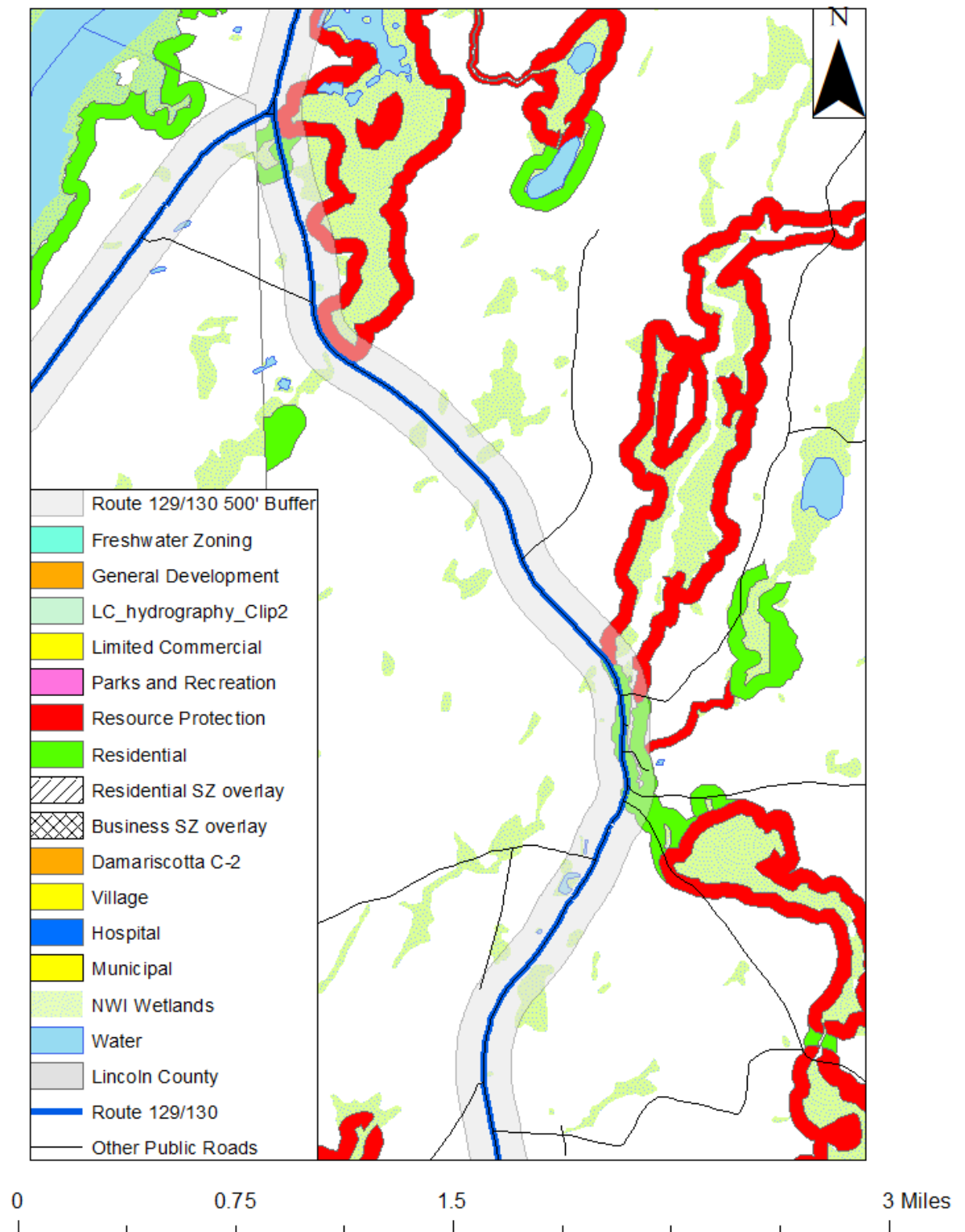
Zoning within 500 feet of Route 129/130 Route 1B to Route 129

LCRPC
4/20/18



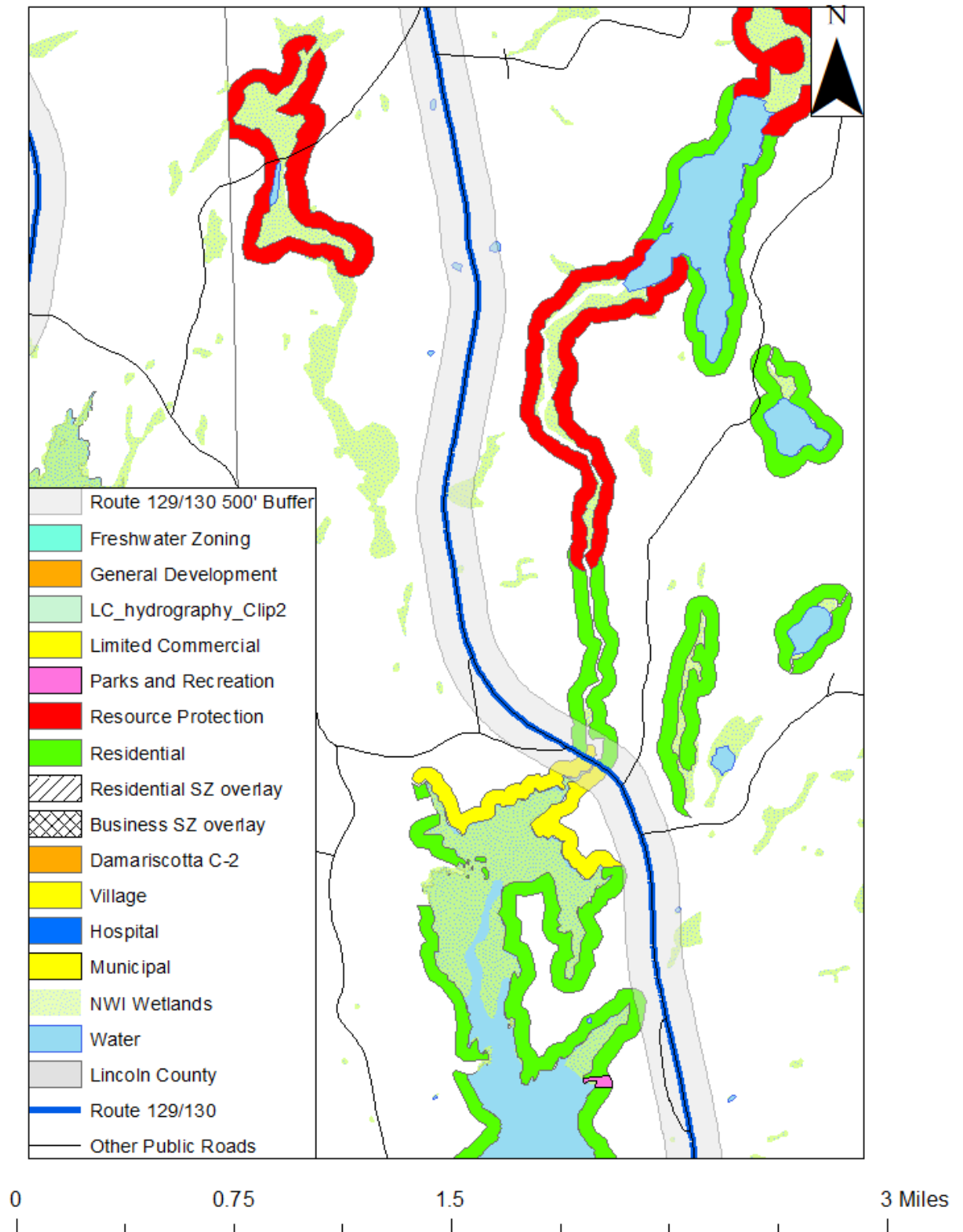
Zoning within 500 feet of Route 129/130 Bristol Mills

LCRPC
4/20/18



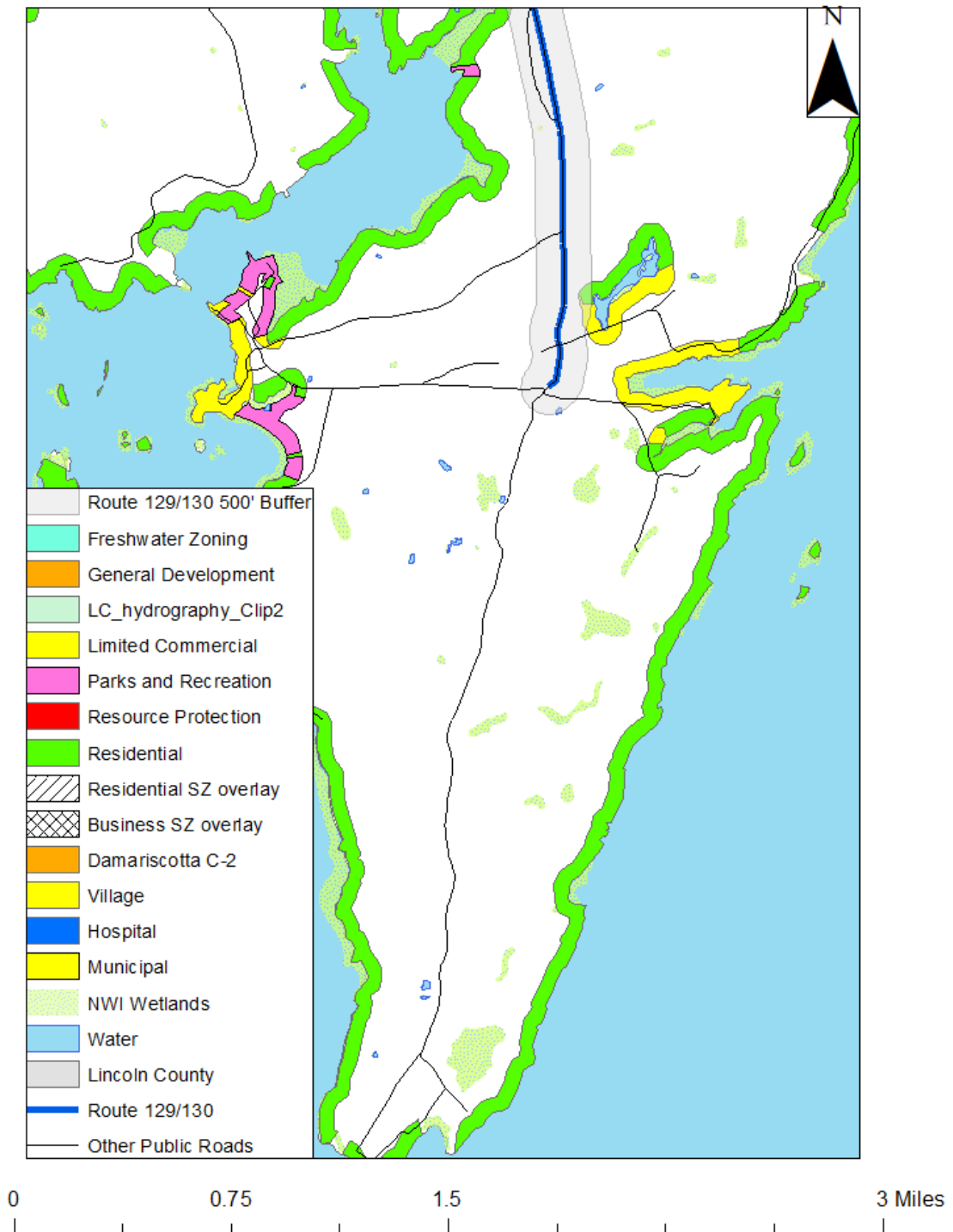
Zoning within 500 feet of Route 129/130 Pemaquid

LCRPC
4/20/18

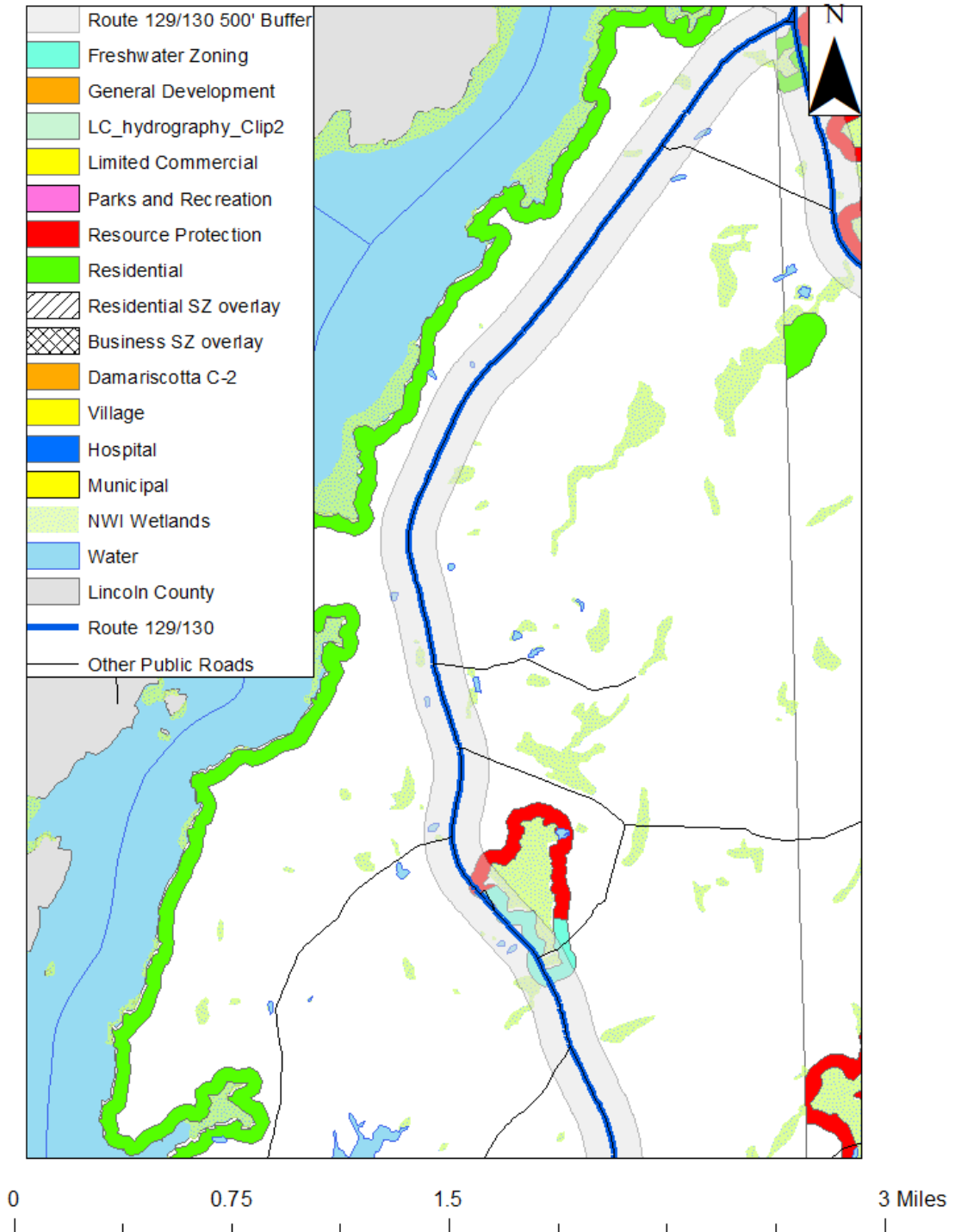


Zoning within 500 feet of Route 129/130 New Harbor

LCRPC
4/20/18

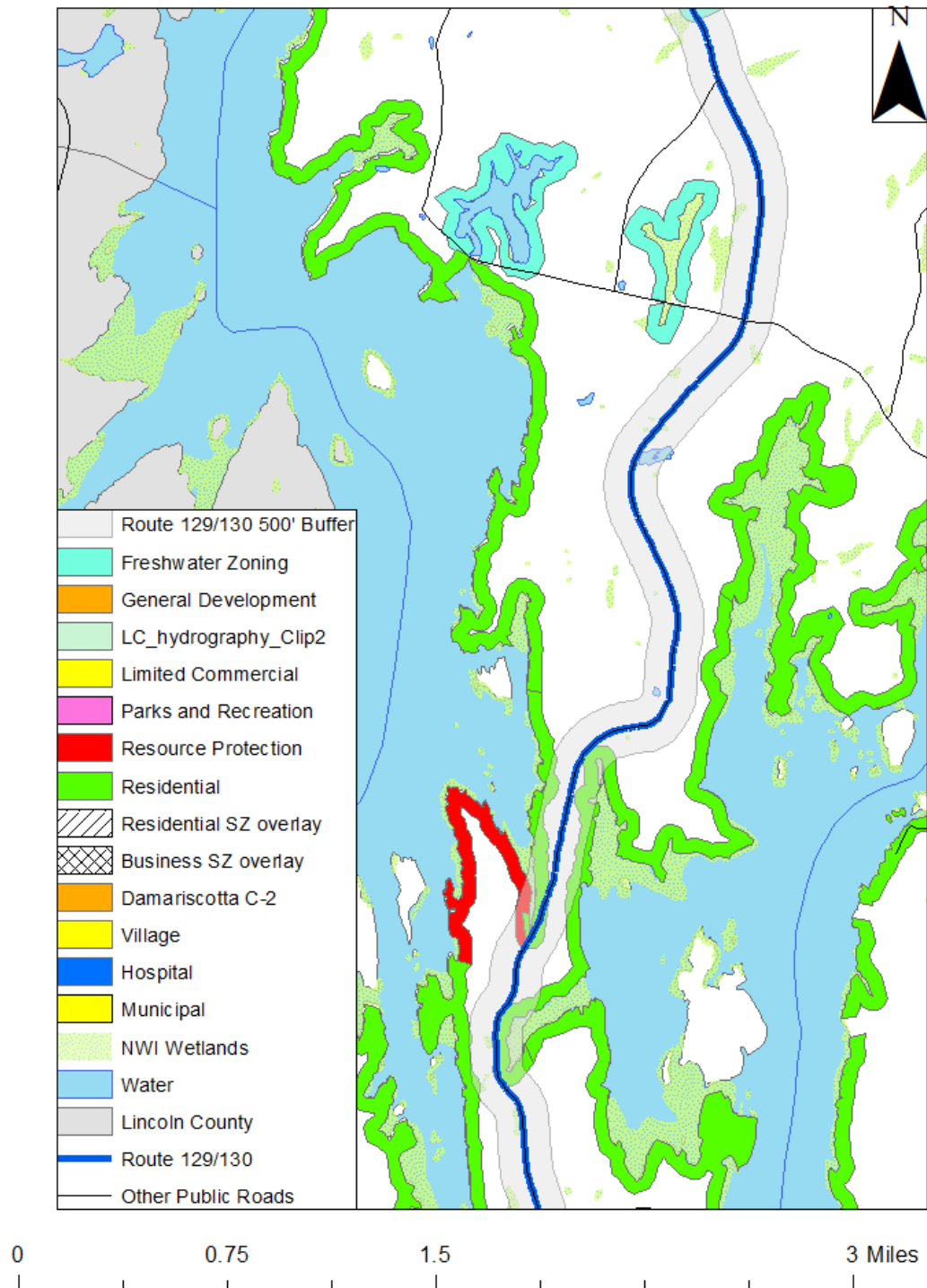


Zoning within 500 feet of Route 129/130 Walpole



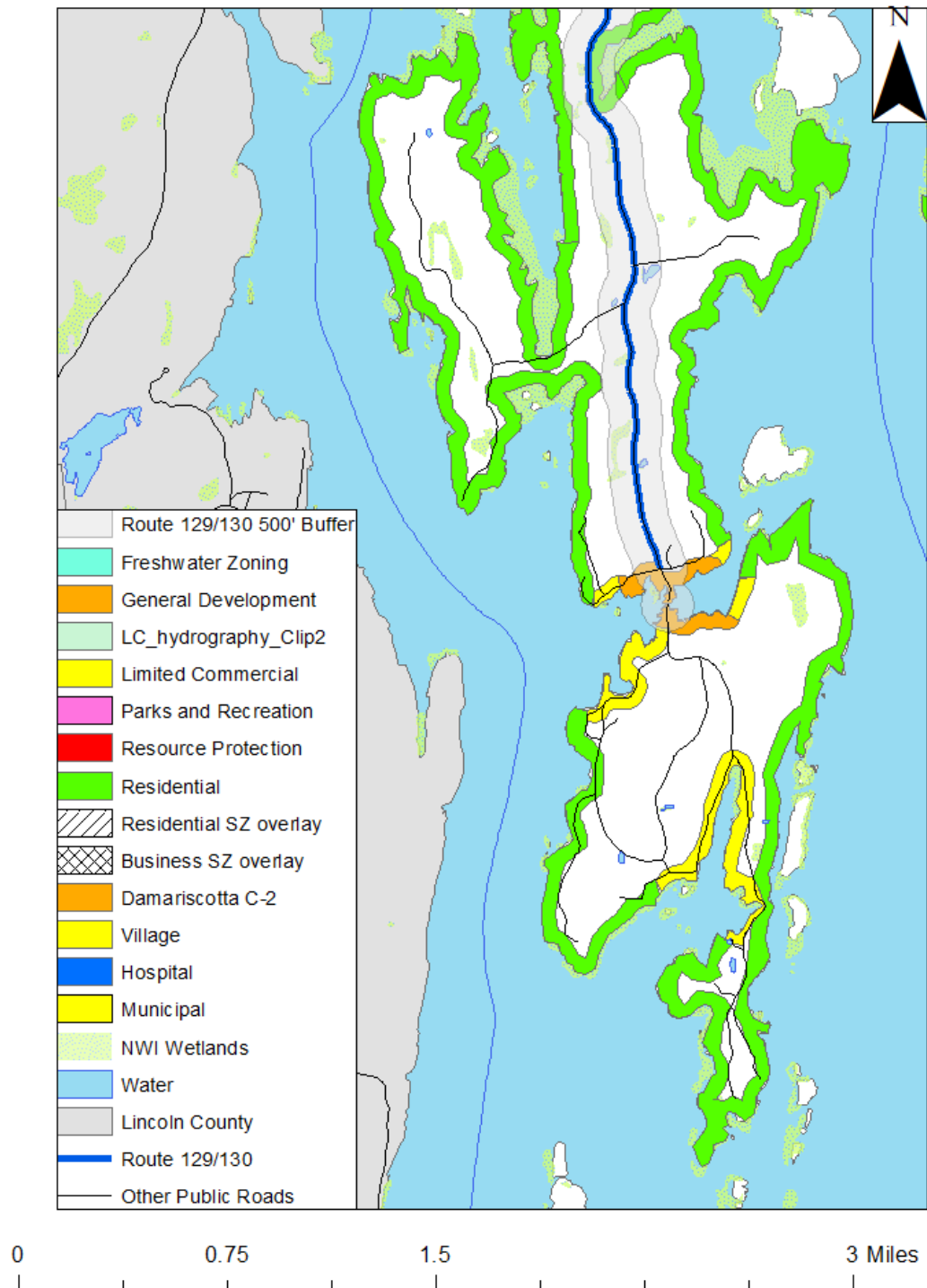
Zoning within 500 feet of Route 129/130 Clarks Cove

LCRPC
4/20/18



Zoning within 500 feet of Route 129/130 The Gut








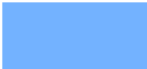




LCRPC
4/20/18



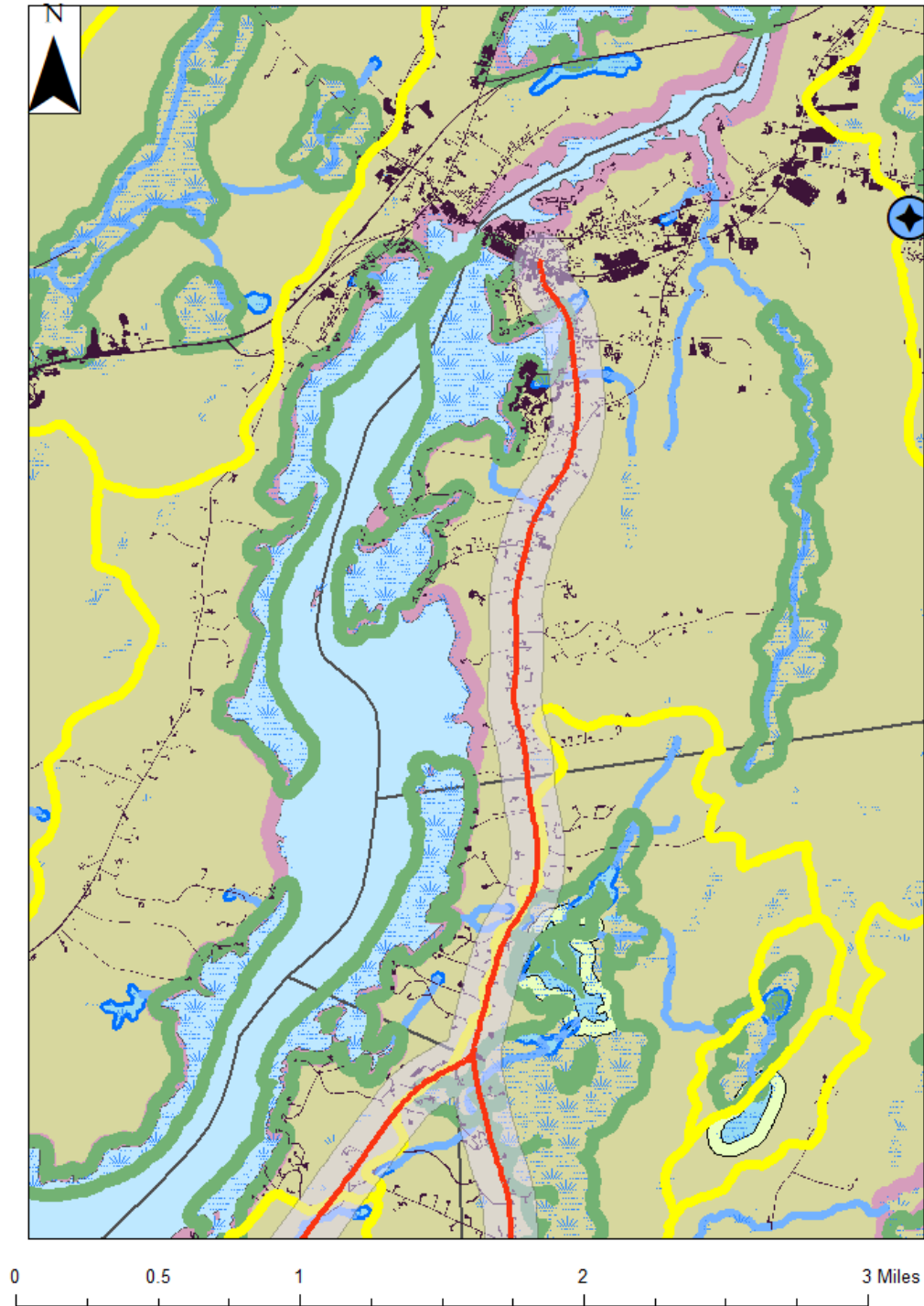
Natural Resource and Scenic Views Appendix

Water Resources and Riparian Habitats

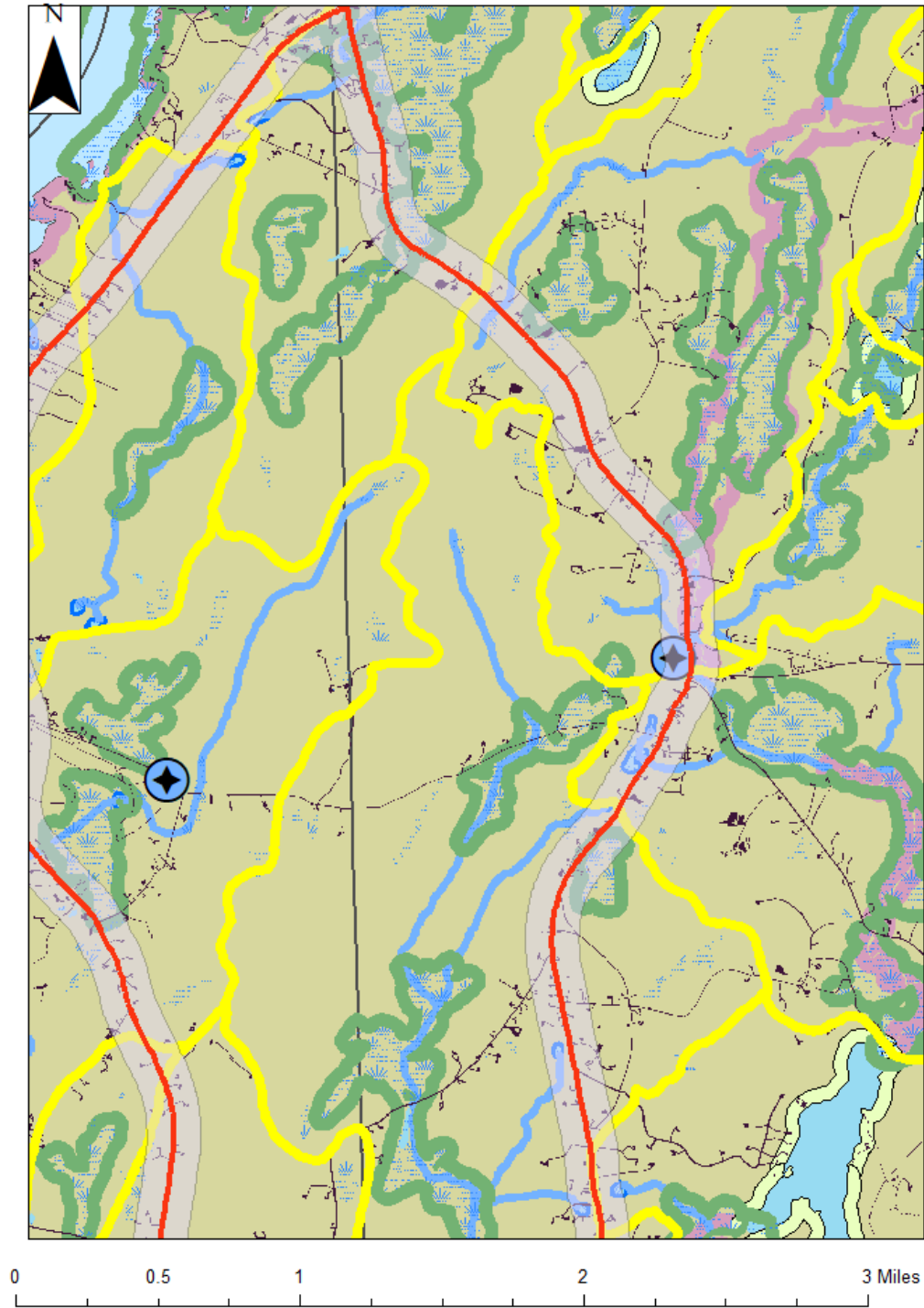
Legend

-  Route 129/130
-  Route 129/130 500 Foot Buffer
-  Public Wells
-  Drainage Divides
-  Impervious Surface
-  Wetlands (NWI)
-  Wetland Buffer 250ft
-  Stream Buffer 75ft
-  Stream Ponds Buffer 75ft
-  Great Ponds and Estuaries Buffers 250ft
-  Coastal Rivers Buffer 250ft
-  Aquifers (10 gal/minute minimum)

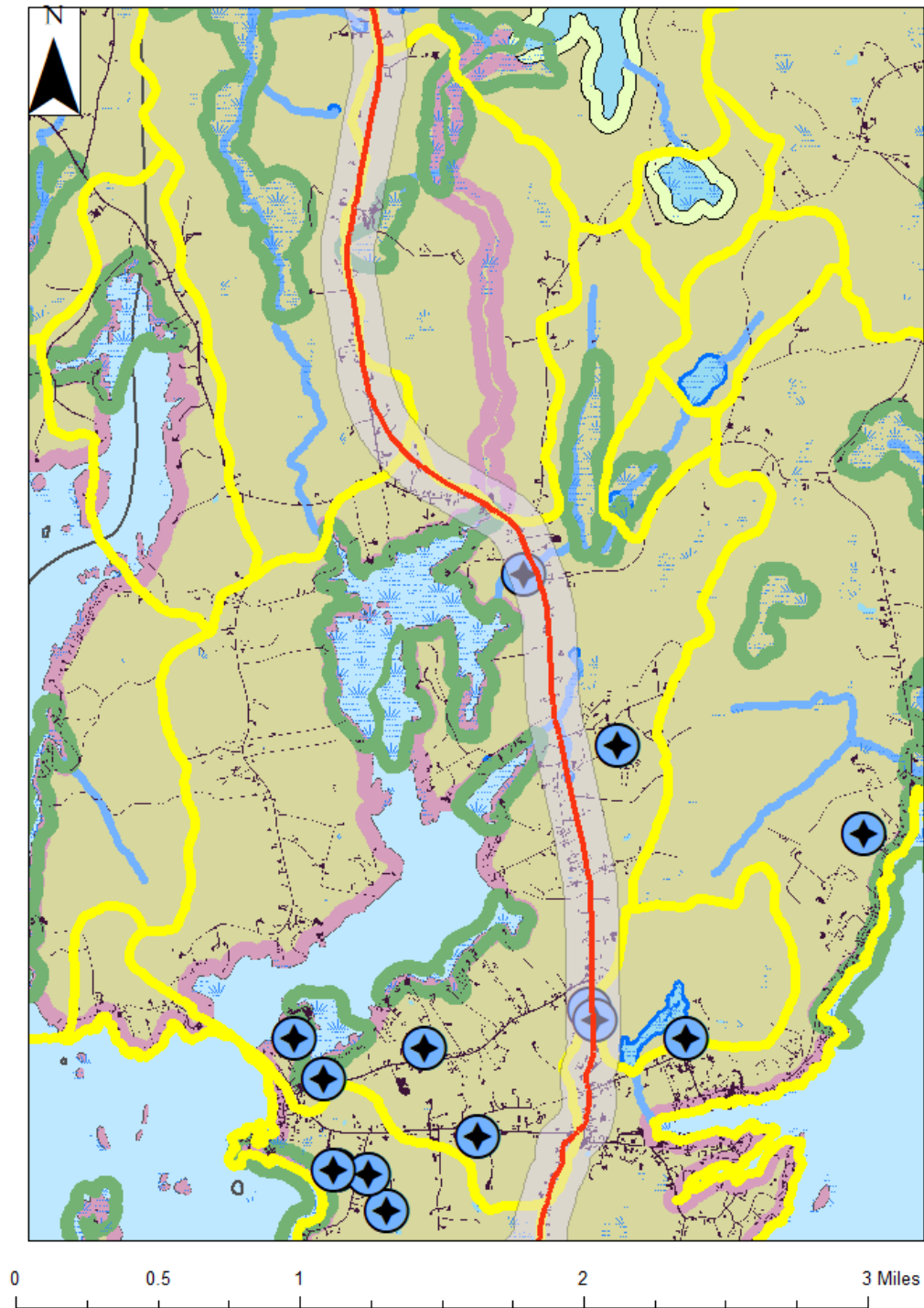
Water Resources and Riparian Habitats Route 1B Intersection to Route



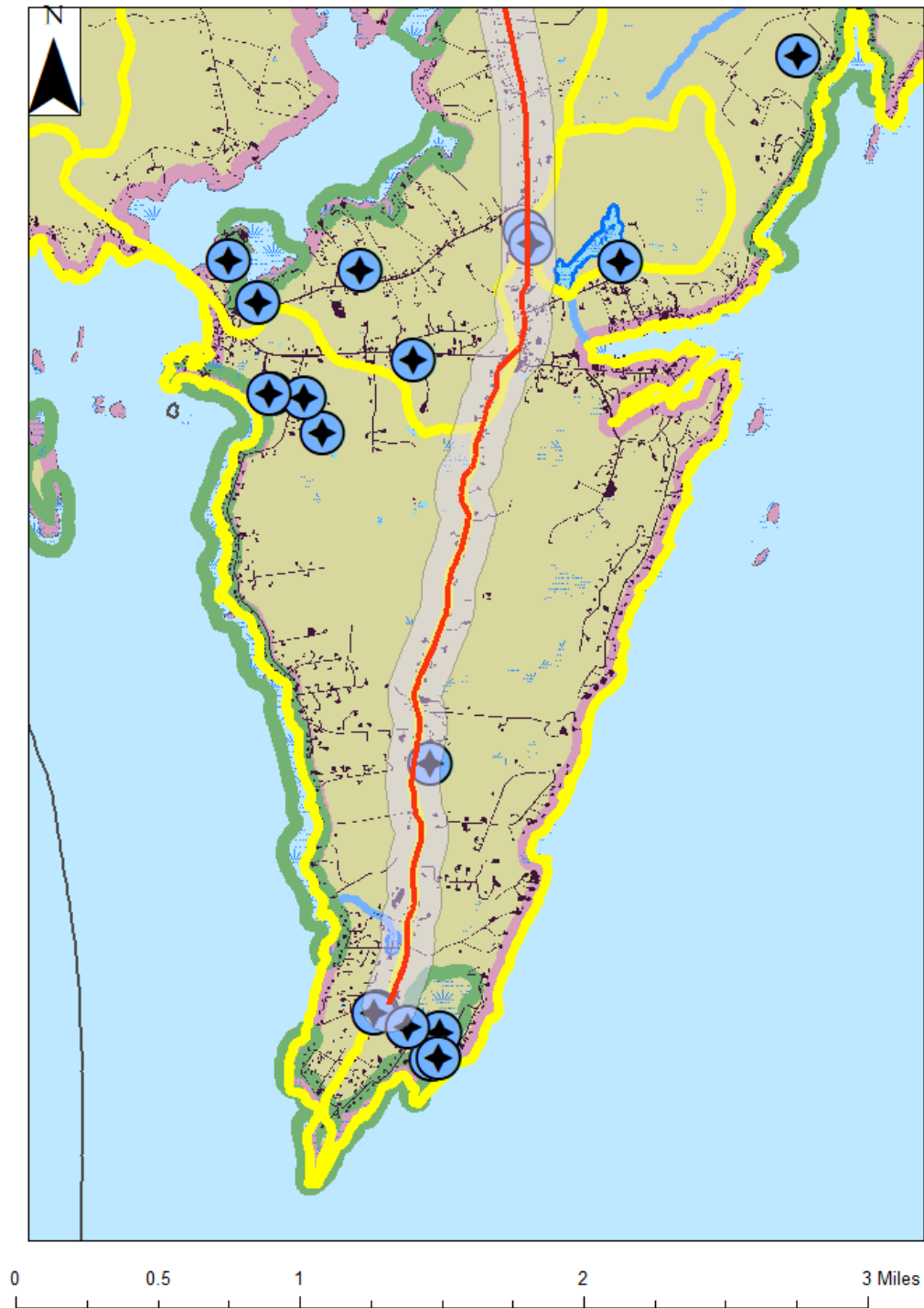
Water Resources and Riparian Habitats Bristol Mills



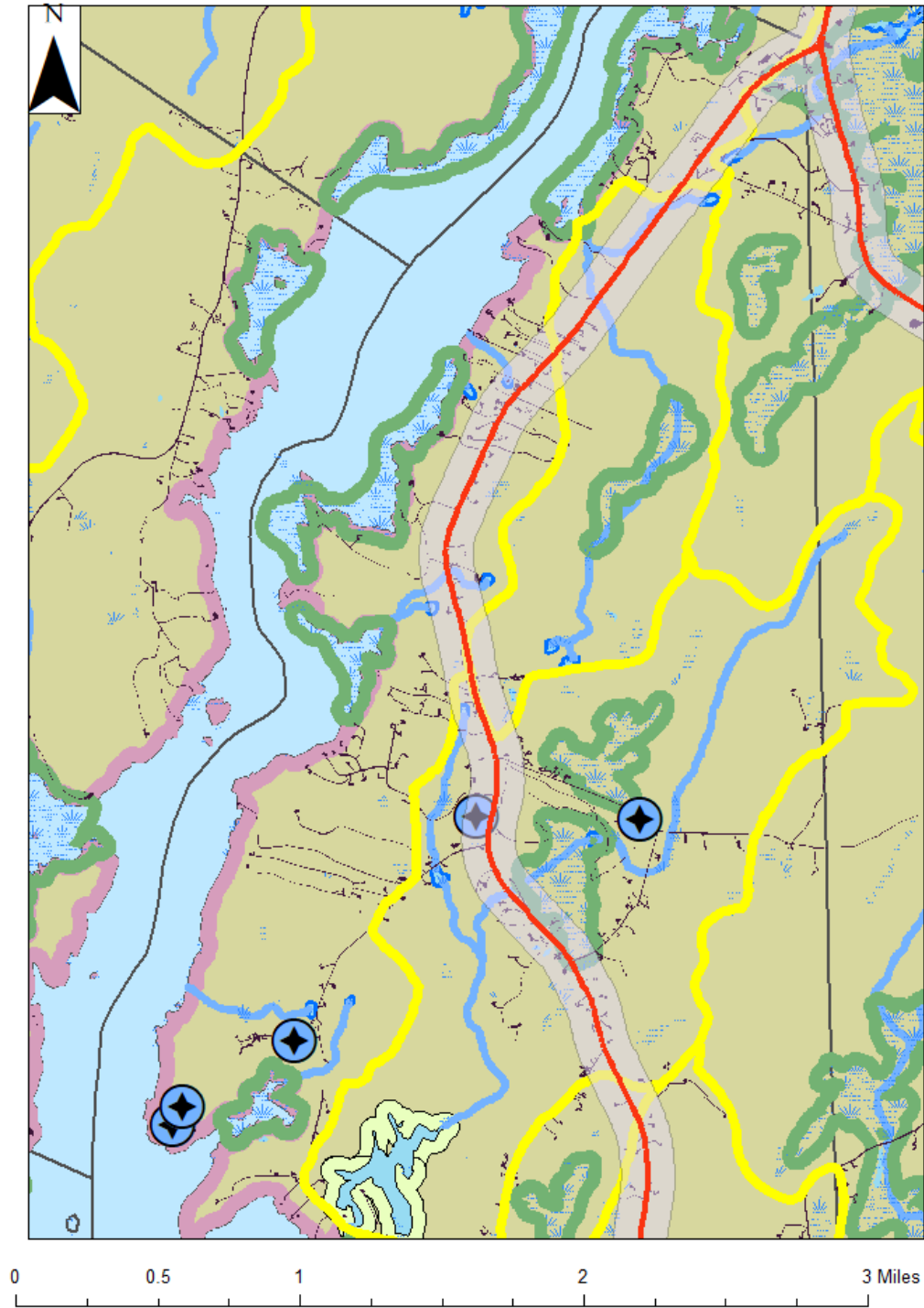
Water Resources and Riparian Habitats Pemaquid



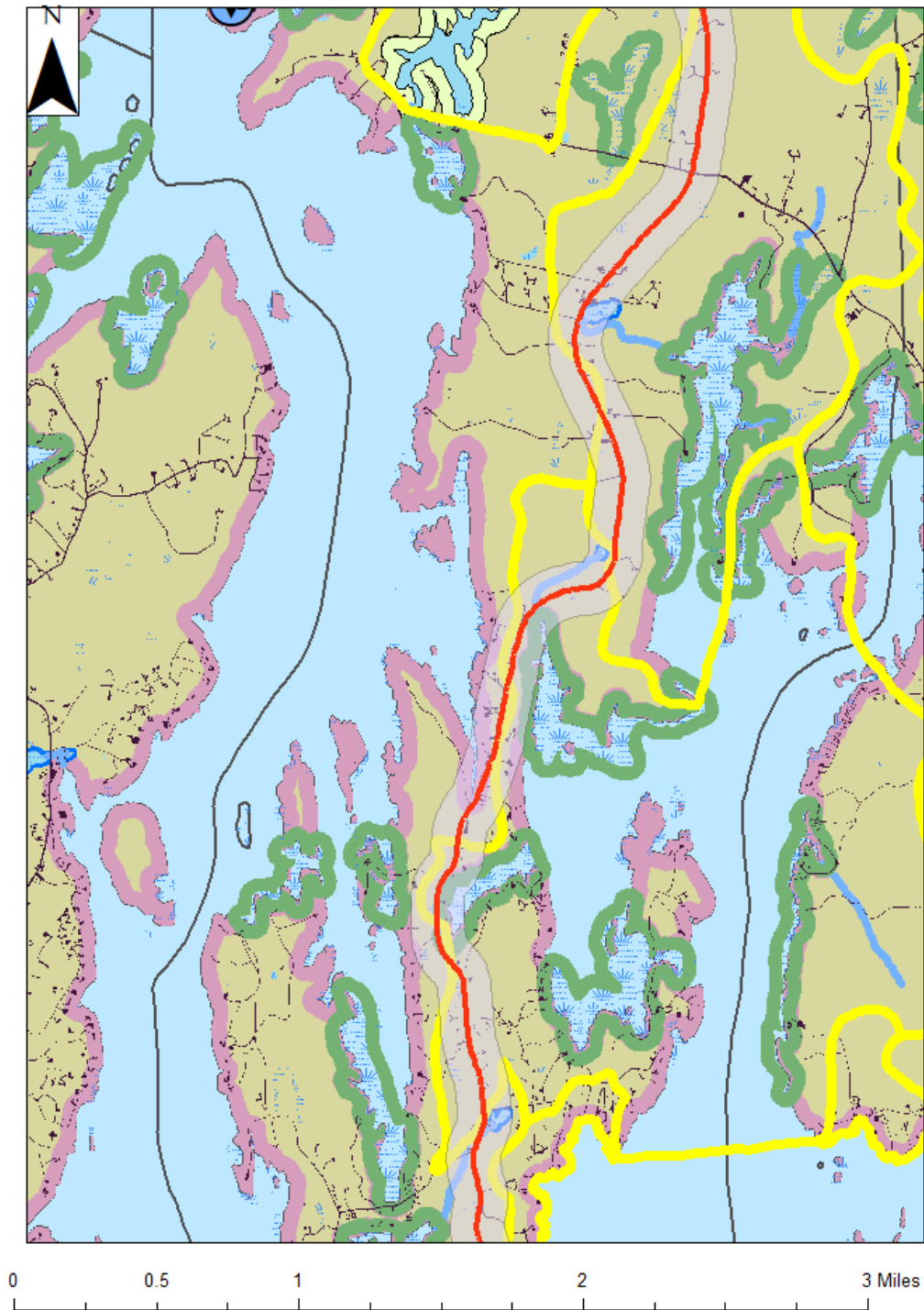
Water Resources and Riparian Habitats Pemaquid Point



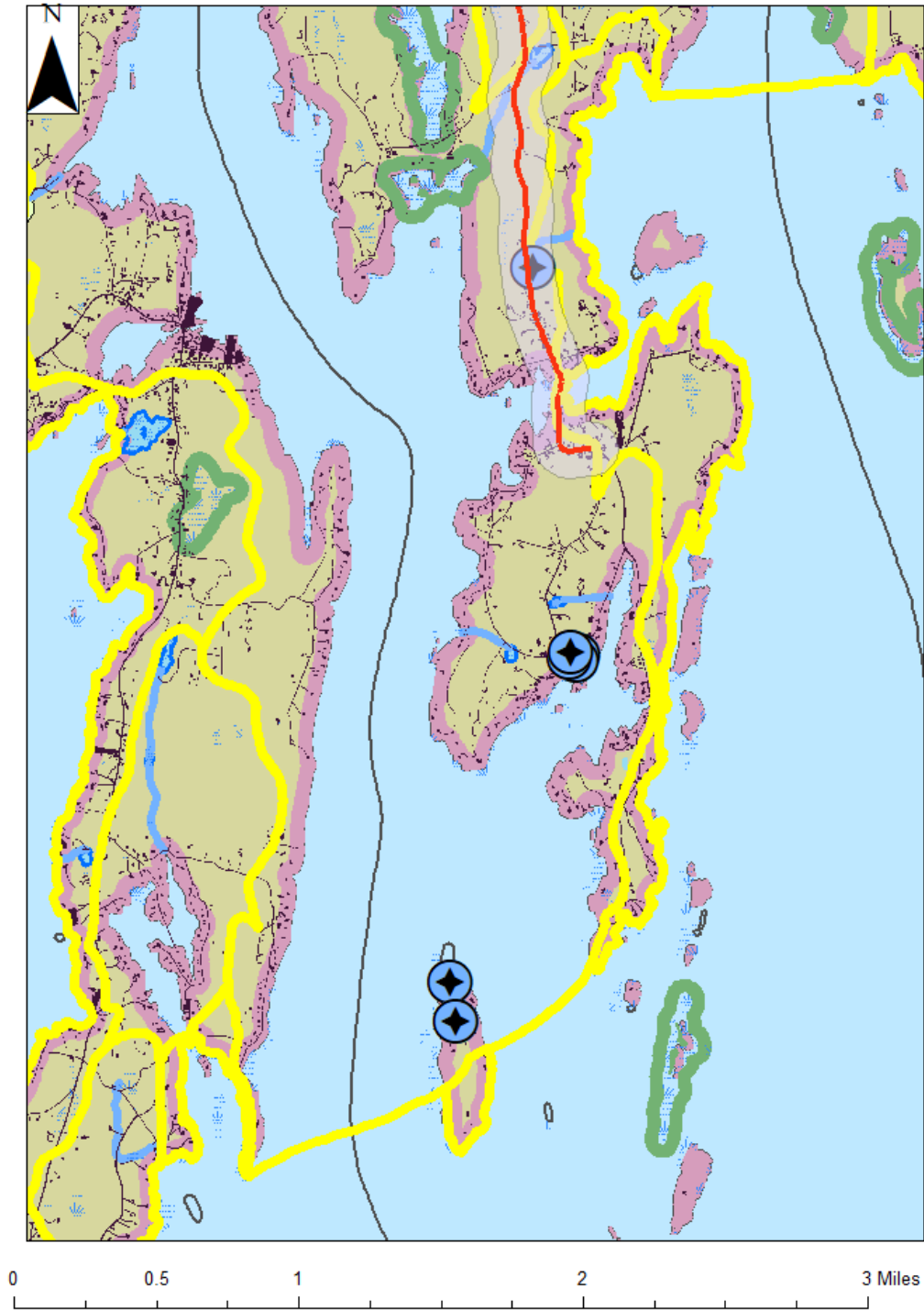
Water Resources and Riparian Habitats Walpole


























Water Resources and Riparian Habitats Harrington Road to the S Road



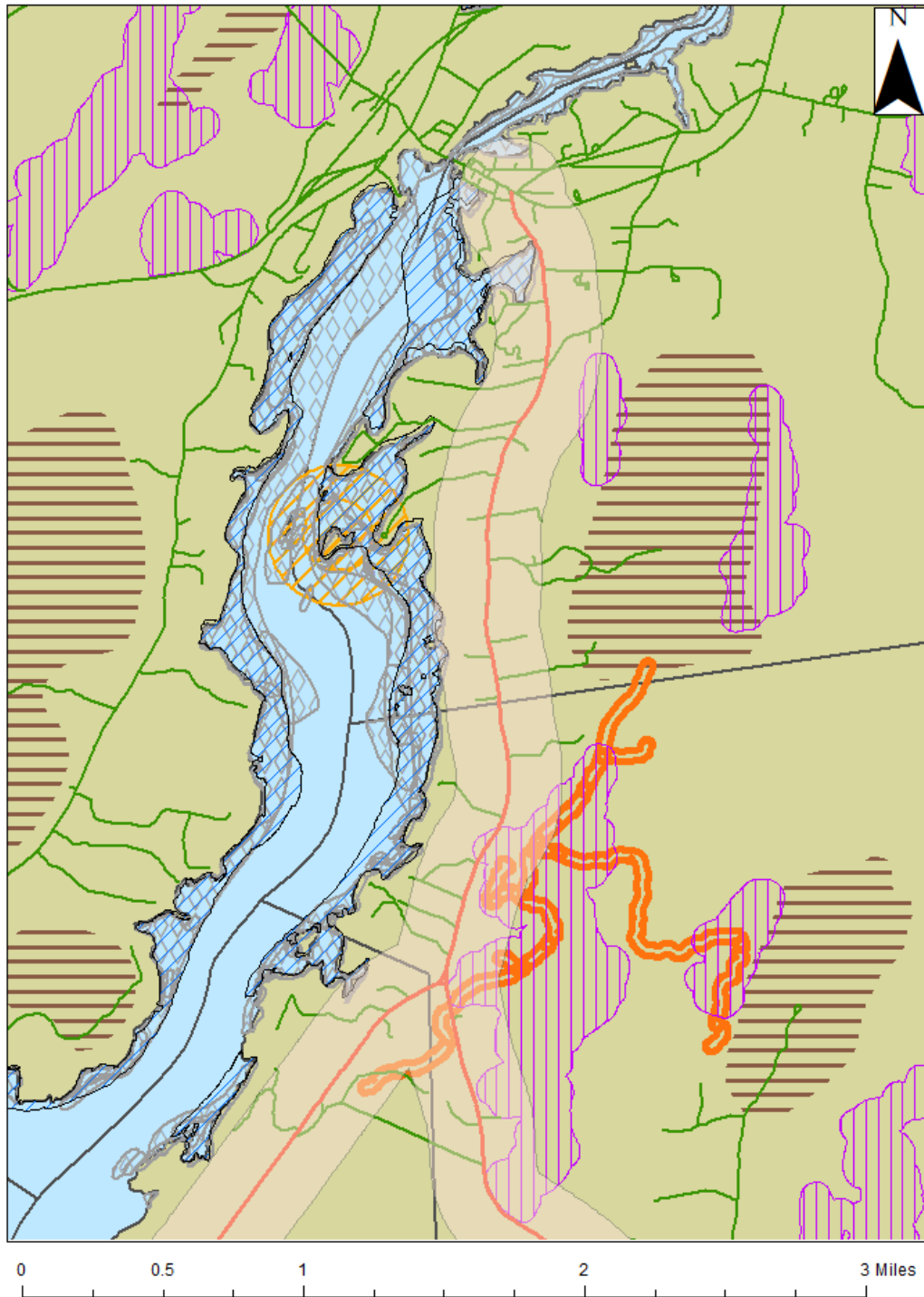
Water Resources and Riparian Habitats The Gut and Rutherford Island



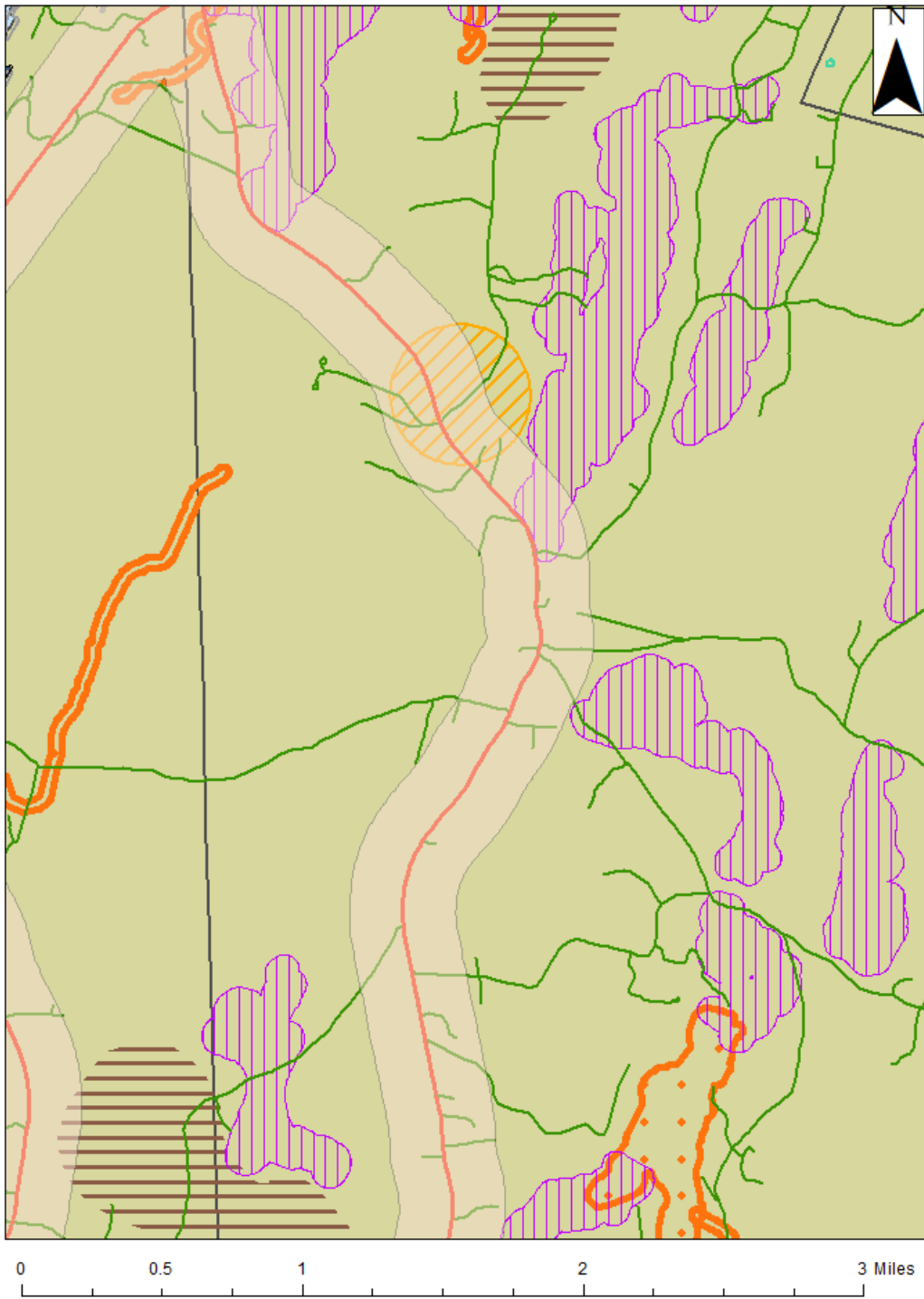
High Value Plant and Animal Habitats Legend

	Route 129/130 500 Foot Buffer
	Route 129/130
	Other Roads
	Inland Waterfowl/Wading Bird Habitat
	Tidal Waterfowl/Wading Bird Habitat
	Significant Vernal Pools
	High Value Plant Polygon
	WildBrook Trout Habitat
	Salmon Limited Spawning
	Salmon Rearing
	Salmon Spawning
	ShellfishAreas
	Deer Winter Areas
	Piping Plover Habitat
	Roseate Tern Habitat
	Endangered, Threatened, or Special Concern Species
	Seabird Nesting Island
	Shorebird Areas
	Natural Community
	Grassland
	Saltwater Habitats
	Freshwater Wetlands
	Upland Forest

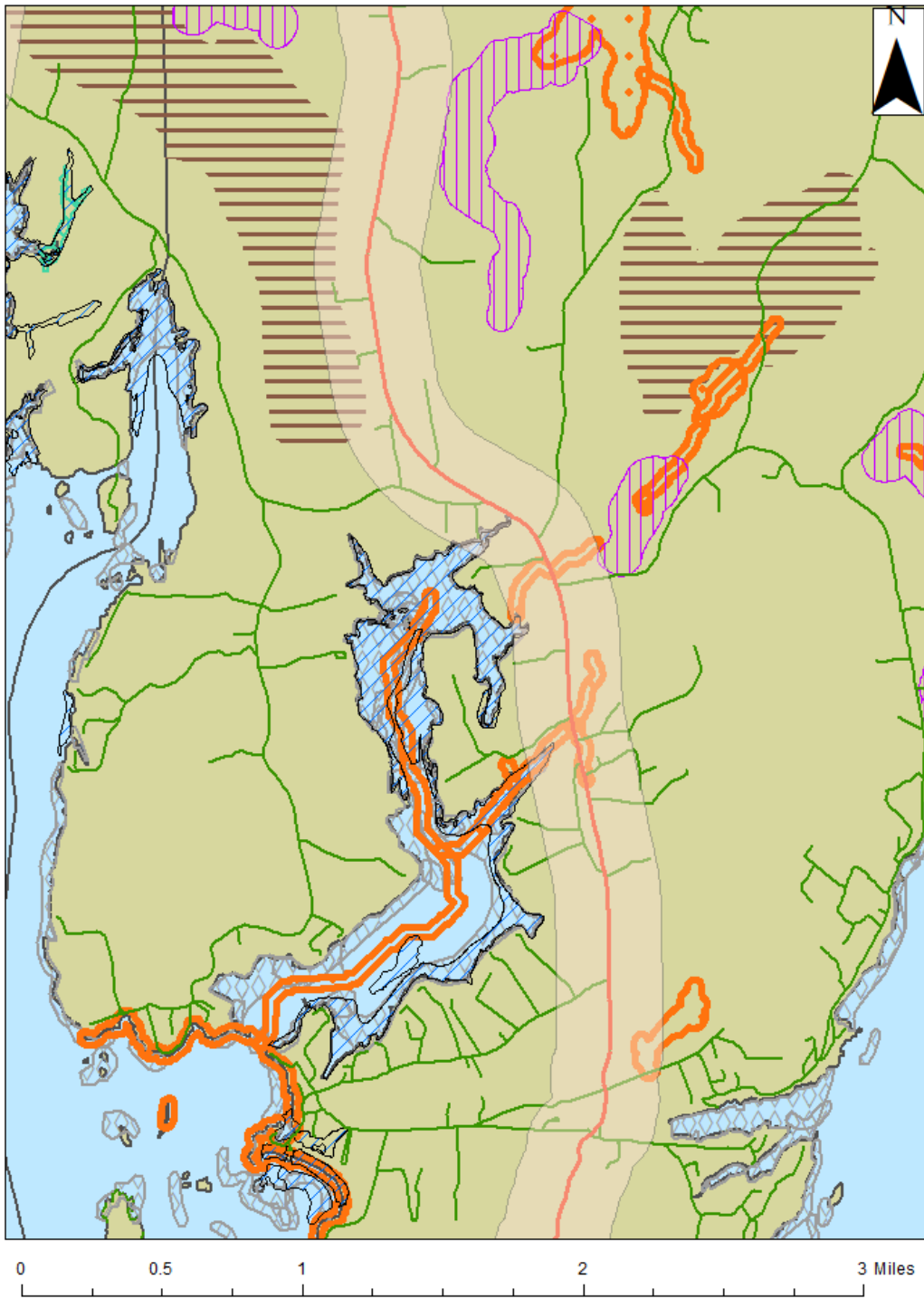
High Value Plant and Animal Habitats Route 1B Intersection to Route



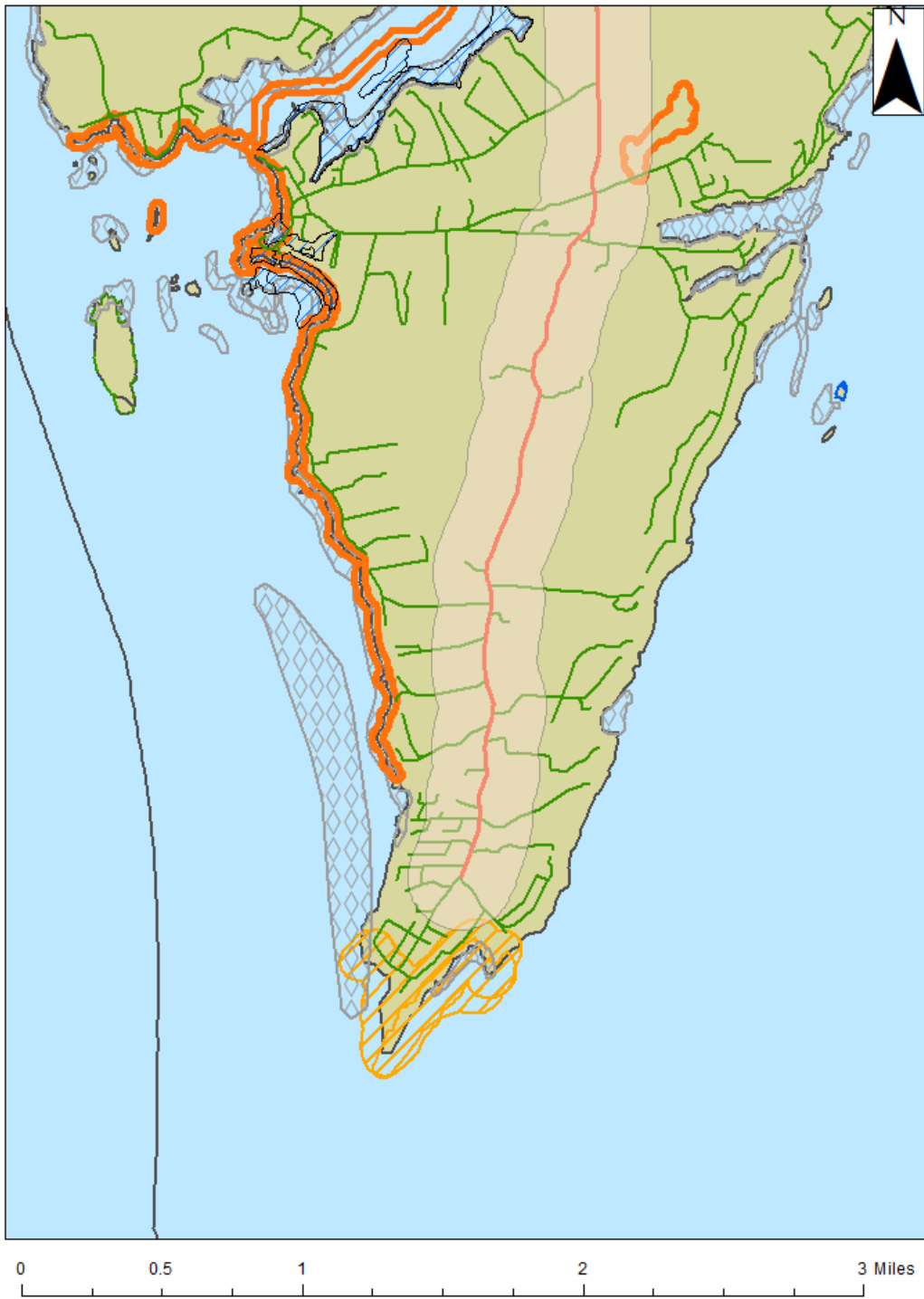
High Value Plant and Animal Habitats Bristol Mills



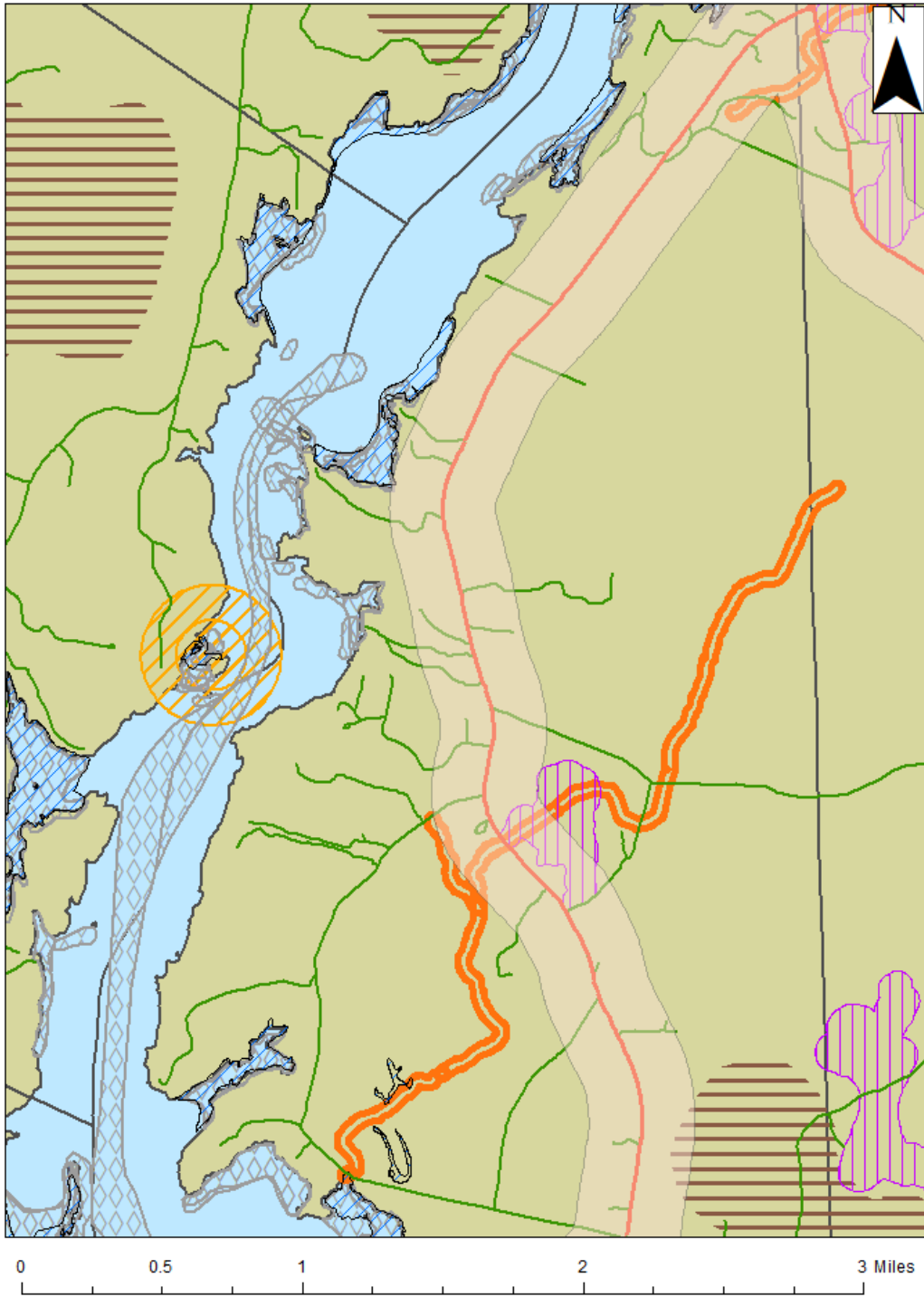
High Value Plant and Animal Habitats Pemaquid and New Harbor



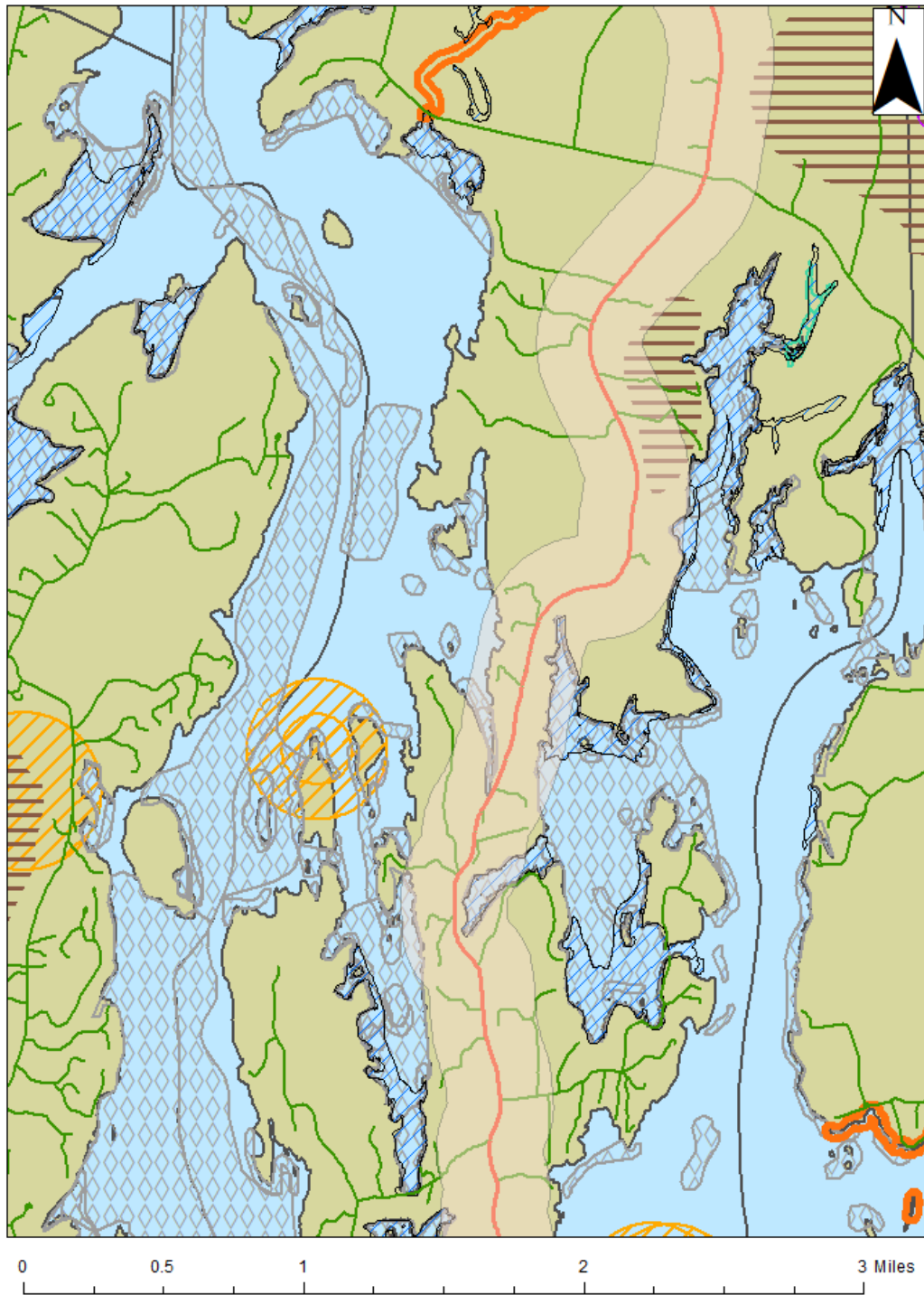
High Value Plant and Animal Habitats Pemaquid Point



High Value Plant and Animal Habitats Walpole

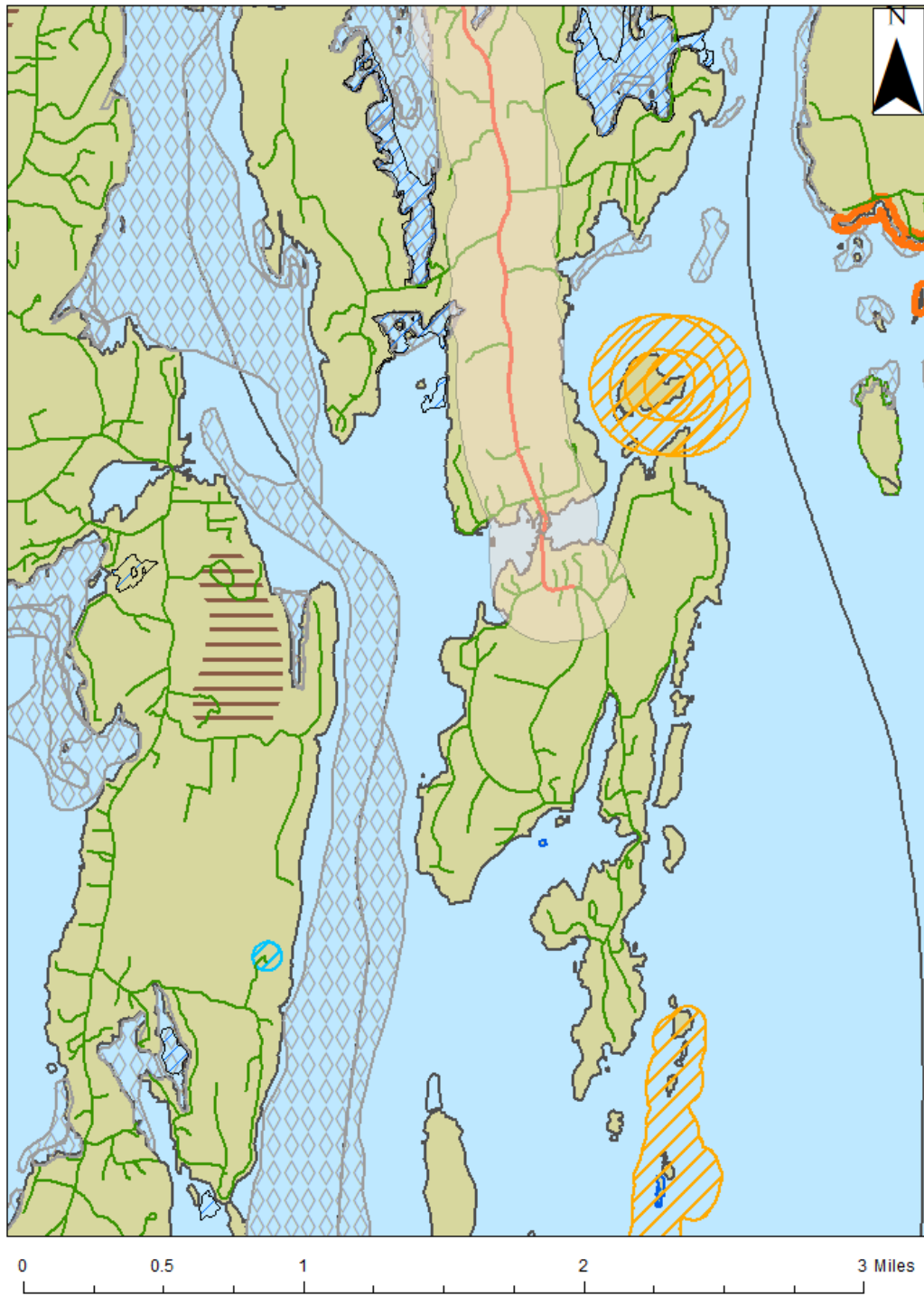


High Value Plant and Animal Habitats Harrington Road to the S Road

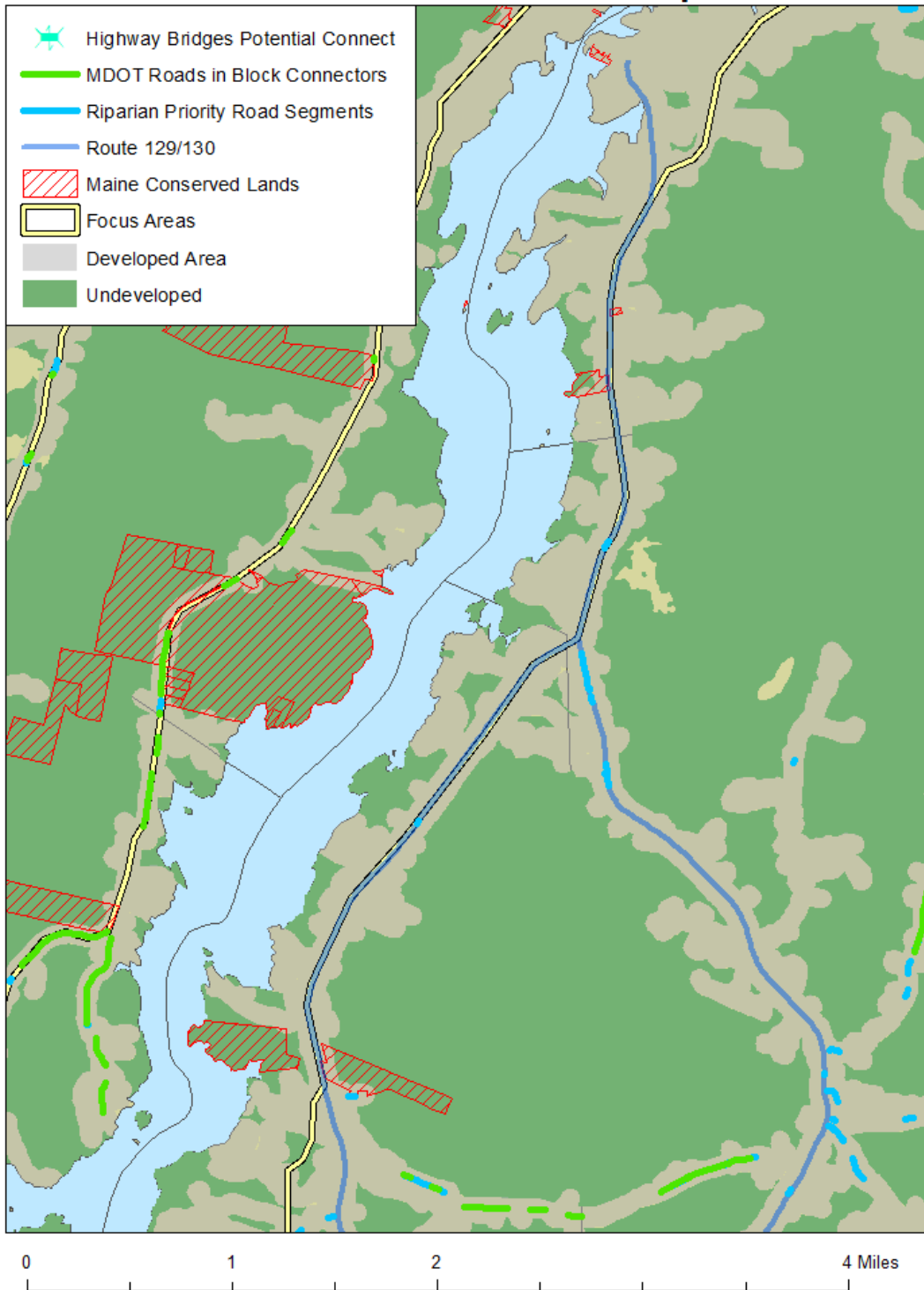


High Value Plant and Animal Habitats

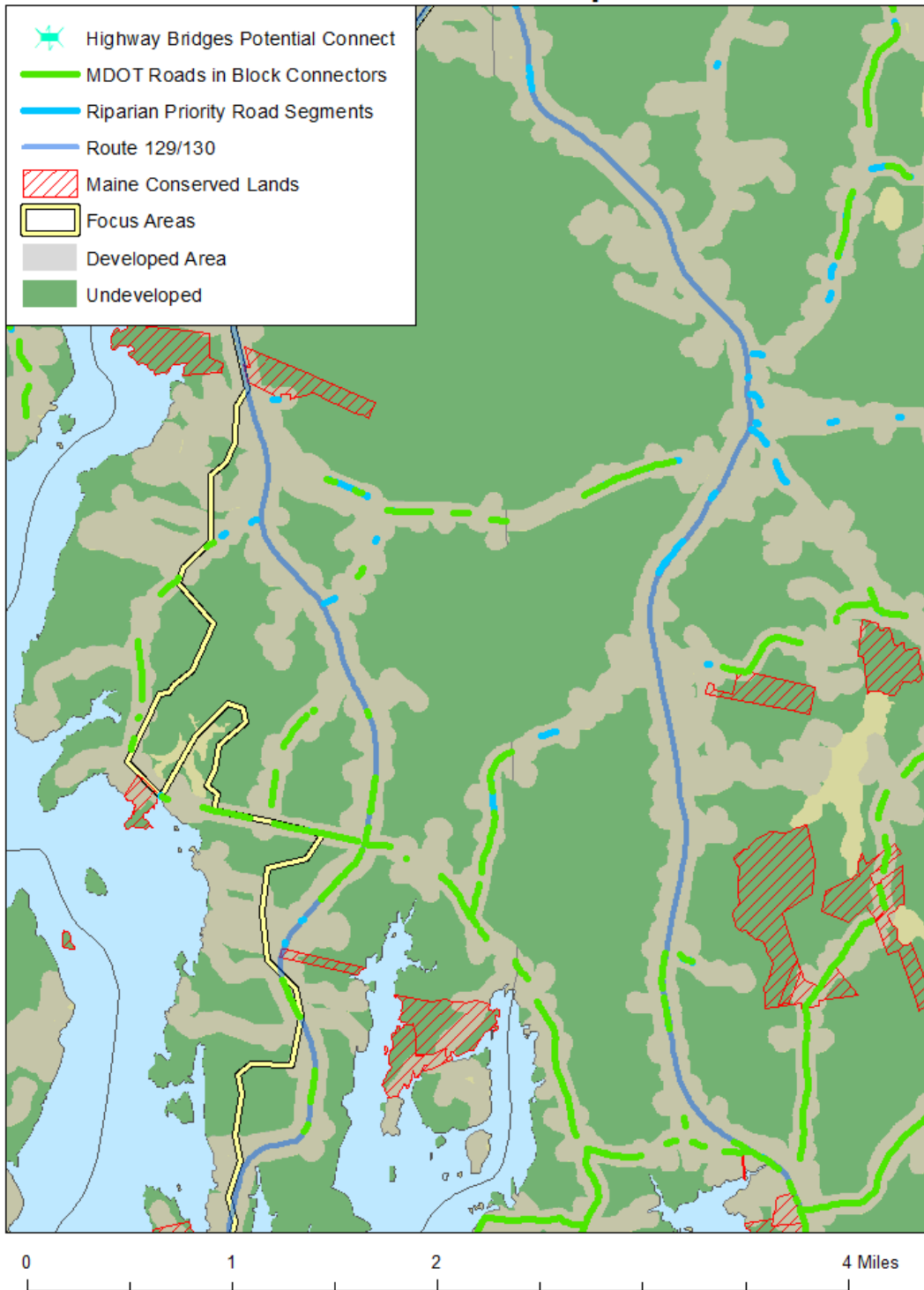
The Gut and Rutherford Island



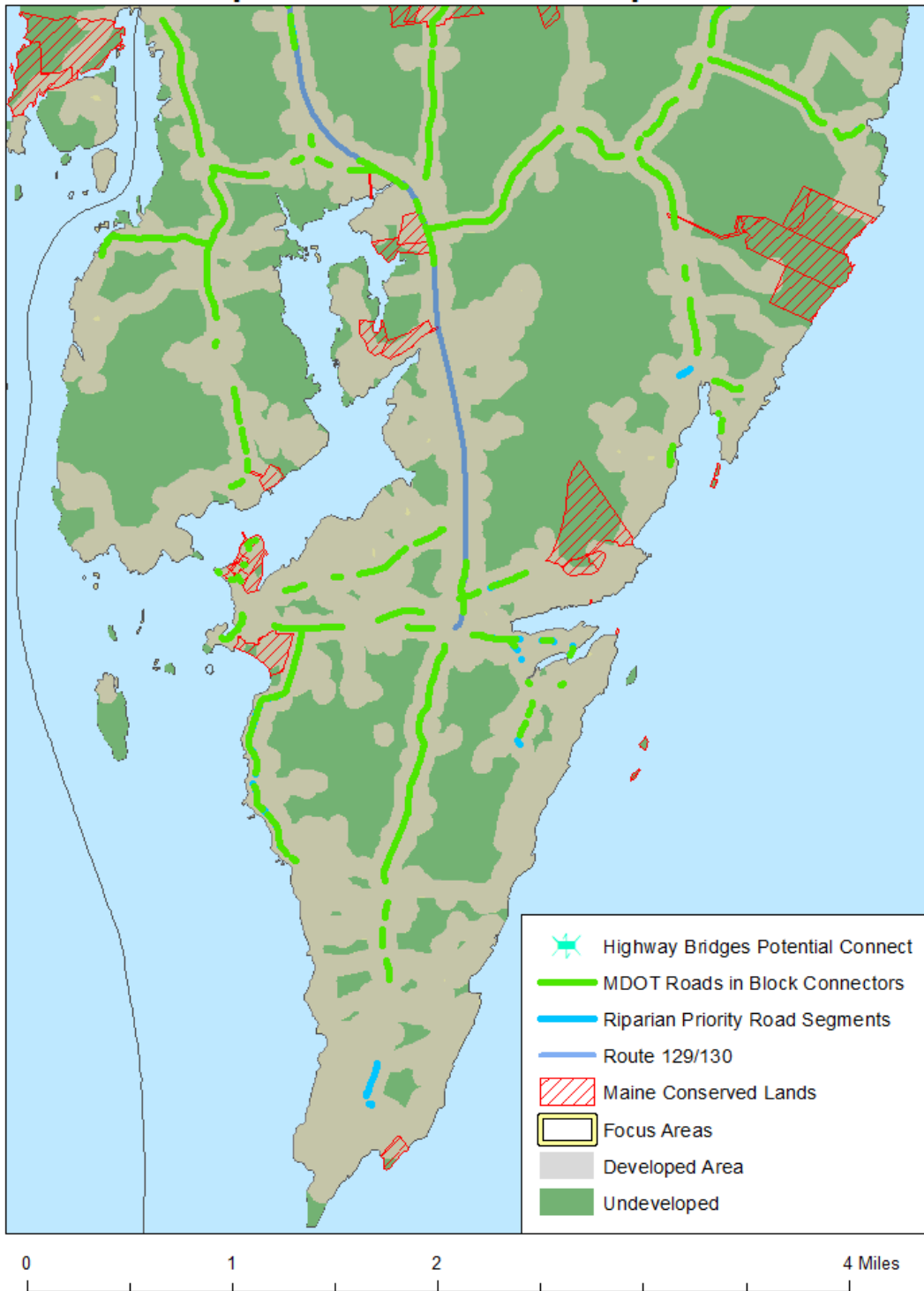
Conserved Lands and Undeveloped Habitat Damariscotta-Bristol Mills-Walpole



Conserved Lands and Undeveloped Habitat Clarks Cove-Pemaquid



Conserved Lands and Undeveloped Habitat Pemaquid-New Harbor-Pemaquid Point



Conserved Lands and Undeveloped Habitat South Bristol-The Gut-Rutherford Island

