

Old County Road Micro-Corridor Management Plan 2013

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Corridor Committee

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*With assistance from the
Mid-Coast Regional Planning Commission
Final Version: 4/16/2013*

1. OVERVIEW

The Old County Road Micro-Corridor includes the municipalities of Rockland, Rockport, and Thomaston in Knox County, and centers on Old County Road, a two-lane State-aid major collector of 5.9 miles. Based upon observed information and trends, an informed prioritization has been made of essential transportation improvements to meet the needs of residents, businesses, commuters and visitors who use this roadway. To ensure that community concerns are addressed adequately, municipal officials from each corridor community appointed representatives to the corridor committee that drafted this plan's recommendations of investments sought. Furthermore, municipal officials reviewed this document before it was finalized and submitted to Maine DOT. Maine DOT is requested to review this plan and determine the feasibility and time frame for implementing the plan's recommendations.

The highest traffic volumes on Old County Road occur in Rockland near Sherer Lane and Talbot Avenue. In 2011, the factored annual average daily traffic (FAADT) was 7,539 vehicles. Seasonal tourism and year-round commuting between Augusta and Rockland, as well as local and long haul heavy trucking activity from the new big box retailers in Thomaston, from large gravel pits operated by Dragon Cement, and from the Rockland Solid Waste Facility, among other traffic generators will continue to increase traffic volumes, leading to more congestion within the corridor. This congestion is exacerbated by the lack of significant public transportation alternatives.

The highest concentrations of population are found in downtown Rockland and the village area of Thomaston, with lower densities found generally inland. Slightly less than 39% of the Knox County population lived in the corridor communities in 1990. In 2012 that figure declined to slightly more than 33% suggesting that increasing numbers of people are choosing to live outside the service center communities of Rockland and Thomaston, preferring inland areas where land prices and property taxes tend to be lower. Since major employers have remained in the service centers, the total time spent commuting has been increasing. Most economic activity occurs in the service centers of Rockland and, secondarily Rockport and Thomaston.

Population

Area	1990	2000	2010	2012 Est	Total Change
Rockland	7,972	7,609	7,297	7,297	-8.5%
Rockport	2,854	3,209	3,330	3,387	18.7%
Thomaston	3,306	3,748	2,781	2,755	-16.7%
Corridor	14,132	14,566	13,408	13,439	-4.9%
Knox County	36,310	39,618	39,736	40,069	10.4%

Source: Census, Claritas, Inc.

Note: The decline in Thomaston's population is due principally to the relocation of the Maine State Prison to Warren.

Pen Bay Medical Center is the largest employer in the corridor. Health related occupations have remained a strong sector regionally. Hospitality occupations, including those in the tourism industry, provide significant, although generally low wage employment, especially during the summer season. Traditional industries including construction, food processing, and related occupations remain viable, although they employ fewer people today than they once did. Big box retail employment has increased, especially in Thomaston in recent years and is likely to continue to do so with the planned opening of Super Wal-Mart.

Each of the corridor communities has adopted a municipal comprehensive plan. Summary tables of these comprehensive plans with excerpts of their provisions relating to the corridor are provided in this plan. All of the communities have adopted land use ordinances creating zones or districts beyond shoreland zoning. A summary of these districts is found on the map titled *Land Use Districts*.

Following this overview are sections with more detailed corridor descriptions of transportation, land use, economic development, housing, natural resources and scenic resources, and the corridor investments sought.



Old County Road south of the Limerock Street unsignalized intersection

2. TRANSPORTATION

Old County Road has the federal functional classification of Major Collector throughout the corridor. Its jurisdiction is State-Aid. It has narrow shoulders due in part to the proximity of quarries along portions of the roadway and lacks sidewalks along its entire length. Most of the Rockland portion of the roadway forms the northwestern boundary of the urban compact area as defined by the State. Maine DOT has given the roadway a priority 4 status on a scale of 1-to-6, with 1 being the highest priority. (Route 1 is a priority 1, Route 17 is a priority 2 and US 1A/Broadway is a priority 3). Maine DOT has evaluated the roadway using CSL (customer service level) condition ratings of B, C, D on an A-to-F scale. The D rating was for the stretch of Old County Rd from the Sherer Lane intersection to the Route 17 intersection. The C rating was for discontinuous segments in Thomaston and Rockland.

The map titled *Transportation Network* shows the factored annual average daily traffic (FAADT) for 2011 at key points along Old County Road and along selected intersecting roadways. Also shown are High Crash Locations (HCLs), where eight or more crashes have occurred over a three-year period, and the roadway level of service (LOS), which is a measure of congestion. The State Access Management Law regulates the portions of Old County Road that are not within the urban compact area, including all of the Rockport and Thomaston portions of Old County Road.

For more information, see: <http://www.maine.gov/mdot/ppp/accessmgmt/index.htm>.

Traffic Volumes

Some of the highest volumes on Old County Road occur in Rockland near the Sherer Lane and Talbot Avenue intersections. In 2011, the factored annual average daily traffic (FAADT) in this area was 7,539 vehicles, reflecting both through traffic and local traffic. This was a decline from the 2010 figure of 7,740. The highest volume in Rockport's portion of the roadway occurs near the Route 1 intersection, 4,393 vehicles in 2011. For Thomaston, the highest volume, 4,851 vehicles, was found southwest of the West Meadow Road intersection. Through volumes on the roadway exceed 4,100 vehicles on average, which is a slight decline from five years ago, reflecting the economic downturn felt at the local, State and national levels. Over the long term, however, traffic volumes have increased, and have done so at a rate generally greater than the growth in population. Heavy truck volumes have increased at a faster rate than traffic volumes as a whole, due to the recent and new big box retail development in Thomaston, the active use of large gravel pits by Dragon Cement, and the transport of refuse materials to and from the Rockland Solid Waste Facility. Due to their weight, heavy vehicles cause substantially more damage to roadways than passenger vehicles and heavy trucks increase congestion due to their larger size and typically slower movement.

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

the Greenhouse Hill Road intersection to the Lake View Terrace intersection). The remaining sections are LOS B. See the map titled *Transportation Network*. More people, local residents and those who live elsewhere, are choosing to take Old County Road in order to avoid US Route 1 congestion in Thomaston and Rockland.

See the map titled *Posted Speed Limits* for speed limits on Old County Road and other area roadways. The highest speeds on Old County Road include a stretch in Thomaston 45 m.p.h. The lowest speed on this roadway, 25 m.p.h., is found between the Route 1 intersection and the Lake View Terrace intersection, which is due to the sharp curve through the Rockland Golf Club.

The total vehicle miles traveled in Knox County increased by 24.5% from 1990 to 2010. The population of the corridor communities decreased by 4.9 from 1990 to 2012, while the County saw a 10.4% increase. Many people are driving more often and greater distances, as shown in the increase in commute times for Rockland, Rockport and Knox County over the last three decades. Most of these increases reflect the greater distances being traveled between residences and workplaces. This is due to reduced employment opportunities with economic downturn and because newer homes tend to be located away from downtown and village areas, where concentrations of jobs have been located traditionally.

Corridor wide, it is likely that traffic volumes will increase perhaps tied more closely to the accelerated housing growth observed until recently, and through tourism given an eventual improvement in the national economy.

Public Transportation

Concord Coach (Trailways) offers daily service on their Maine Coastal Route between Orono and Boston's Logan Airport. Stops include University of Maine in Orono, Bangor, Searsport, Belfast, Lincolnville, Camden/Rockport, Rockland, Waldoboro, Damariscotta, Wiscasset, Bath, Bowdoin College, Brunswick, and Portland. The frequency of scheduled bus service is insufficient for most individuals to be able to use on a regular basis, as would be necessary for commuting to work. The increasingly dispersed location of residences and, to a lesser extent, of workplaces inhibits public transportation. This fosters a high level of dependence on the use of private vehicles, which further exacerbates traffic congestion.

Coastal Trans, Inc. (CTI) is a State of Maine designated Regional Transportation Provider. CTI operates transportation services for residents of Knox, Lincoln, and Sagadahoc Counties and the Towns of Brunswick and Harpswell. CTI provides Non-Emergency Medical Transportation for MaineCare eligible riders, as well as services for riders who are elderly, have disabilities, and people with low income, in addition to transportation for the public.

Rail Service

There is one rail line in the corridor. The State of Maine owned rail line runs through Warren, Thomaston and Rockland. The terminal in Rockland has been renovated and put back into seasonal use as a train station. The rail line serves freight needs, including those of Dragon Products Company (cement) of Thomaston, and intermittent seasonal tourist travel by Maine Eastern Railroad to Brunswick, with the long-range potential for connecting service to Portland and Boston. Depending on the cost-effectiveness, year-round passenger service may become a long-term objective of Maine DOT and the communities through which the rail line passes.

Safety

Most crashes and injuries on Old County Road occur in Rockland where traffic volumes are highest. One State-identified high crash location, where eight or more crashes have occurred in a three-year period, has been recorded on Old County Road at the un-signalized intersection with Route 1 in Thomaston. The installation of a signal at the Old County Road and Route 1 intersection in Rockport improved safety in that area, eliminating its former high crash location status. Although not recorded as a high crash location by the State, the Limerock Street intersection with Old County Road is in fact unsafe due to limited sight distances and speeding.

Crashes 2009-2011

Area	3-Year Total Crashes	3-Year Total Units* Involved in Crashes	3-Year Total Crashes on Old County Rd	3-Year Total Units* Involved in Crashes on Old County Rd
Rockland	364	711	32	62
Rockport	235	411	11	18
Thomaston	136	246	16	29
Corridor	735	1,368	59	109
Knox County	1,827	2,891		

Source: Maine DOT

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

* Units include vehicles as well as pedestrians and bicyclists

From 2009 to 2011, most of the 1,827 crashes in the corridor communities, of which 59 were on Old County Road, did not result in physical injuries or deaths. Injuries that were more serious occurred on higher speed roadways like Route 17.

Injuries Total: 2009-2011

Area	Fatalities	Incapacitating Injuries	Evident Injuries	Possible Injuries	Occupants With No Injuries
Rockland	1	10	57	123	726
Rockport	2	3	18	56	504
Thomaston	1	4	24	25	309
Corridor	4	17	99	204	1,539
Knox County	15	57	241	419	3,218

Source: Maine DOT

Note: Figures refer to any vehicle occupant, pedestrian or bicyclist.

Injuries on Old County Rd: 2009-2011

Area	Fatalities	Incapacitating Injuries	Evident Injuries	Possible Injuries	Occupants With No Injuries
Rockland	0	1	11	13	65
Rockport	0	0	1	3	48
Thomaston	0	0	1	6	29
Corridor	0	1	13	22	142

Source: Maine DOT

Note: Figures refer to any vehicle occupant, pedestrian or bicyclist.

Where the causes of crashes were evident, the most common in our region included speeding and failure to yield right of way.

**Vehicles - Common Crash Causes Totals:
(Apparent Contributing Factors)
2009-2011**

Area	Driver inattention distraction	Illegal, unsafe speed	Failure to yield right of way	Following Too Close	Other
Rockland	12	27	104	51	91
Rockport	14	28	33	27	32
Thomaston	6	7	12	4	33
Corridor	32	62	149	82	156
Knox County	73	294	267	132	352

Source: Maine DOT

Note: Figures refer to the actions of drivers, above factors either reported as factor #1 or #2 of crash. Two contributing factors can be noted for each involved unit.

**Vehicles - Common Crash Causes on Old County Rd:
(Apparent Contributing Factors)
2009-2011**

Area	Driver inattention distraction	Illegal, unsafe speed	Failure to yield right of way	Following Too Close	Other
Rockland	1	5	10	5	11
Rockport	0	1	1	0	4
Thomaston	0	2	0	0	1
Corridor	1	8	11	5	16

Source: Maine DOT Note: Figures refer to the actions of drivers.

From 2009-2011, pedestrian injuries and possible injuries in the corridor communities totaled 18, one of which resulted in death. No pedestrian injuries were reported for Old County Road. The lack of sidewalks along Old County Road, the roadway's narrow shoulders, and the lack of crosswalks inhibit pedestrian activity.

Pedestrian Injuries Total: 2009-2011

Area	Fatalities	Incapacitating Injuries	Evident Injuries	Possible Injuries	Non- Inj.
Rockland	0	3	3	8	12
Rockport	0	0	1	0	1
Thomaston	1	0	2	0	4
Corridor	1	3	6	8	17
Knox County	1	4	7	9	22

Source: Maine DOT Note: Figures refer to individuals.

Pedestrian Injuries on Old County Rd: 2009-2011

Area	Fatalities	Incapacitating Injuries	Evident Injuries	Possible Injuries	Non- Inj.
Rockland	0	0	0	0	0
Rockport	0	0	0	0	0
Thomaston	0	0	0	0	0
Corridor	0	0	0	0	0

Source: Maine DOT Note: Figures refer to individuals.

From 2009-2011, bicyclist (non-motorized) injuries and possible injuries in the corridor communities totaled six. No bicyclist injuries were reported for Old County Road.

Bicyclist (non-motorized) Injuries Total: 2009-2011

Area	Fatalities	Incapacitating Injuries	Evident Injuries	Possible Injuries	Non-Inj.
Rockland	0	0	2	3	7
Rockport	0	0	1	0	1
Thomaston	0	0	0	0	0
Corridor	0	0	3	3	8
Knox County	0	1	7	4	11

Source: Maine DOT Note: Figures refer to individuals.

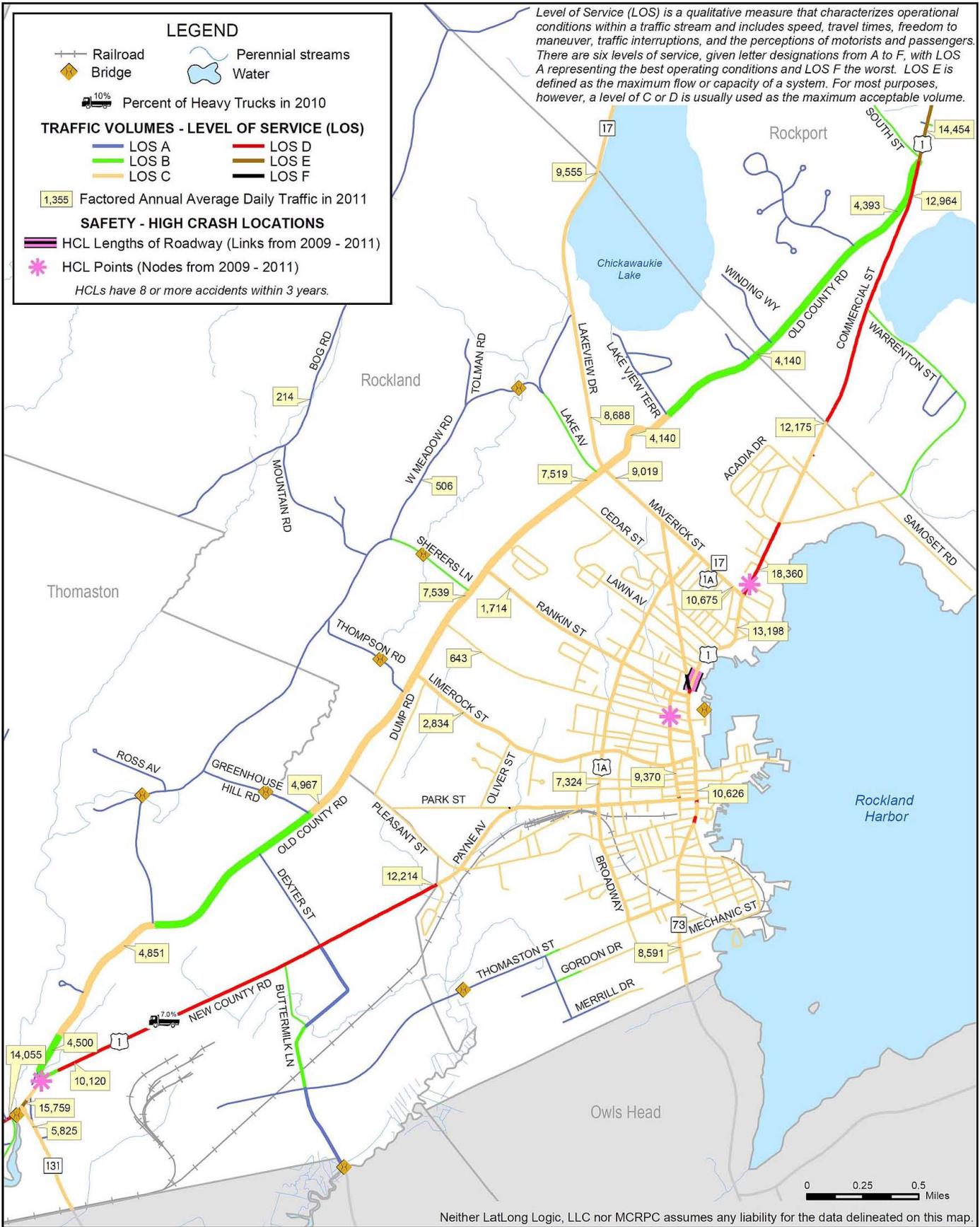
Bicyclist (non-motorized) Injuries on Old County Rd: 2009-2011

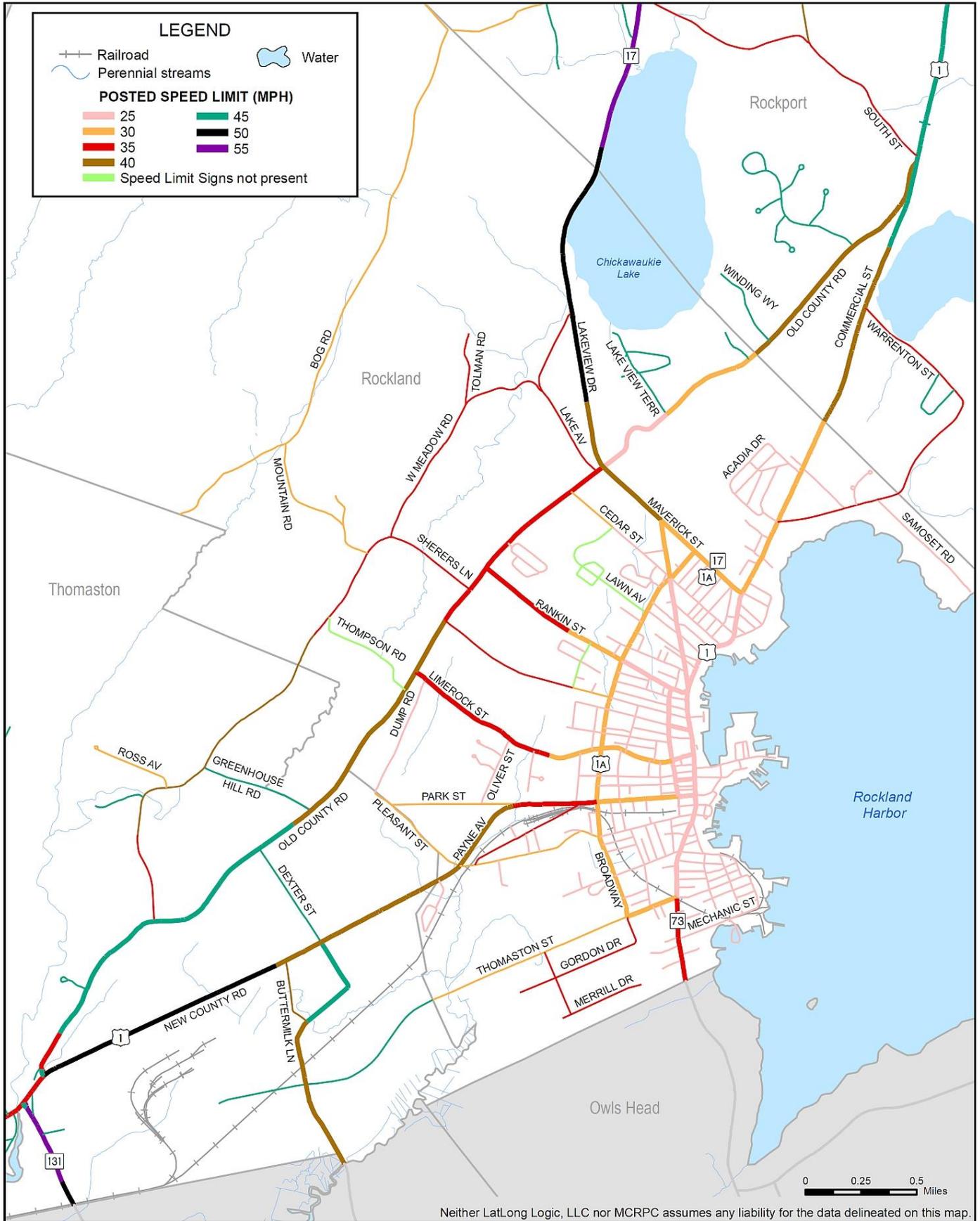
Area	Fatalities	Incapacitating Injuries	Evident Injuries	Possible Injuries	Non-Inj.
Rockland	0	0	0	0	0
Rockport	0	0	0	0	0
Thomaston	0	0	0	0	0
Corridor	0	0	0	0	0

Source: Maine DOT Note: Figures refer to individuals.



Old County Road north of the Talbot Avenue intersection





POSTED SPEED LIMITS

Prepared as part of the Old County Rd Micro-Corridor Plan

ROCKLAND, ROCKPORT & THOMASTON

Map created: November 2012
 Map prepared by LatLong Logic, LLC
 Sources: City of Rockland, MEDOT and MEGIS



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3. LAND USE

The map titled *Land Use Districts* shows municipally defined districts, as well as shoreland zones, within a 1,000-foot wide area along Old County Road, and a summary of minimum frontage and lot size requirements in each community. For the location of driveways and entrances, state access regulations apply outside of the Rockland compact urban area boundary.

Comprehensive Plan and Land Use Ordinance Status

Area	Comprehensive Plan			Land Use Ordinance		
	Adopted Locally	State Consistent	Year of Plan	Adopted	Zones or Districts*	Year first adopted
Rockland	Yes	Yes	2004, with 2012 amendments	Yes	Yes	1948
Rockport	Yes	Yes	2004	Yes	Yes	1974
Thomaston	Yes	Yes	2006, with 2009 amendments	Yes	Yes	1995

Source: MCRPC, *beyond shoreland zoning

Comprehensive Plans

Comprehensive plans serve as a guide for the future development of communities. These plans provide the legal basis or foundation for municipal ordinances. Each of the corridor municipalities has adopted a comprehensive plan. The State recognizes the comprehensive plans of Rockland, Rockport, and Union as consistent with the Comprehensive Planning Land Use and Regulation Act (Title 30-A).

Excerpts of municipal comprehensive plan recommendations relating to Old County Road are shown in the next tables. These municipally adopted recommendations will be considered in the formulation of this micro-corridor management plan’s recommendations.

Adopted Rockland Comprehensive Plan (CP):
Excerpts Relating to Old County Road and Transportation

Observation Excerpts	Recommendation Excerpts
<p>Old County Road begins at Route 1 in Thomaston, passes through part of Rockland crossing Route 17, and continues into Rockport, where it rejoins Route 1. It is used regularly by local residents to bypass traffic through Rockland or to access Route 17 and Chickawaukie Lake.</p> <p>The hilly terrain and low-lying areas west of Old County Road, West Meadow Road, and Route 17 are difficult to develop and probably encompass at least 50% of the City's land area. Therefore, future medium and high-density growth and development is restricted to the existing built-up sections east of Old County Road and along the harbor.</p> <p>Since public utility services terminate at or near Old County Road, development beyond this point is heavily influenced by soil and geologic characteristics as well as topographical conditions.</p> <p>Public water service does not extend west of Lakeview Drive (Route 17) and Old County Road. Any development west of Old County Road will either require extension of water mains, as was done on Sherers Lane in the summer of 1999, or must rely upon bedrock aquifers for their water supply.</p> <p>Some large tracts of open land remain west of Broadway and on both sides of Old County Road, but they are gradually being developed.</p> <p>The intersection of Old County Road and Limerock Street was known as Brown's Corner. It was the site of a store and tavern and of the first limerock quarries established by John Ulmer.</p> <p>The lime industry, which consolidated in 1900, gradually faded after the 1920s, and was essentially closed down by 1975. Its legacy includes much of Rockland's often magnificent Victorian and early 20th century architecture, long unused quarries along Old County Road, and the decaying remnants of the Limerock Railroad, constructed in the 1890s to carry lime rock from the quarries to the kilns along the harbor front.</p> <p>The growing popularity of the automobile after World War I, and the automobile's even greater availability after World War II, allowed people to move further out into the undeveloped area between Broadway and Old County Road, into the area between Old County Road and Chickawaukie Lake, and on Dodge Mountain to lay out subdivisions and to build single family homes on former forest, open space, or farm lands.</p> <p>Residential development appears to have leap frogged from Broadway west to Old County Road, Chickawaukie Lake, Dodge Mountain, and the Bog Road leaving large undeveloped parcels in between. However, the presence of deep, water filled abandoned limerock quarries along Old County Road and the odors originating from the quarries now being filled with waste materials tend to discourage residential development near Old County Road, particularly to the northeast of the Transfer Station.</p>	<p>Review the sewer system to determine where extensions could be made economically to allow more intense development of underutilized land, particularly in the areas between Broadway and Old County Road, and along Old County Road.</p> <p>When approving new development on Routes 1, 17, 73, and 90, Old County Road, or Thomaston Street, limit the number of total access points (side streets, entrances, and driveways, etc., but not entrances to fields) to 10 per mile where the speed limit is 55 mph, 15 per mile where the speed limit is 50 mph, 20 per mile where the speed limit is 45 mph, and 30 per mile where the speed limit is 30 mph; provided, however, that new development utilizing shared access shall not be foreclosed where such maximum has already been reached. Such access point limits may be adjusted in applicable regulations to account for the impact on traffic and safety of the types of uses, trip generation data, and/or traffic management improvements. Whenever possible, provide incentives to landowners/developers to provide new side streets or other shared access points.</p> <p>With the assistance of MDOT, study the following possible alternatives to Route 1 for through traffic: Use Old County Road, or a closely parallel new road, as a truck bypass around Downtown....</p> <p>As Old County Road serves a mixture of uses, noted in Chapters 6, 8, 10 and 13, including industrial, residential, commercial and recreational, and is increasingly used as a bypass around downtown for truck and passenger vehicles, the City should develop a corridor management plan for the roadway. The plan would identify existing access (entrances and driveways), mobility, and safety issues in order to improve roadway conditions and allow for development that does not degrade the roadway. Such a plan would help the City determine where municipal sewer and water extensions might be most merited and economical. The city could provide an incentive by preplanning development areas to improve and coordinate existing access points to provide safe and convenient access to existing and expanding clusters of businesses and residences. Based on the corridor management plan, the land use ordinance could be amended to regulate new commercial development to use such pre-planned access. In keeping with access management principals, sight distance improvements and traffic signals will be sought as needed to increase safety and maintain mobility.</p> <p>Protect Rockland's economic viability as a service center by making allowances for efficient commercial and industrial development. To discourage suburban-style residential development, consider adopting a conservation subdivision ordinance, and limit new subdivisions west of Old County Road to conservation or clustered housing subdivisions developed pursuant to Rockland Code, Chapter 19, and applicable subdivision and site plan review standards.</p>

Adopted Rockland Comprehensive Plan (CP):
Excerpts Relating to Old County Road and Transportation

Observation Excerpts	Recommendation Excerpts
<p>With the possible exception of portions of Old County Road, and Route 90, commercial growth is likely to continue as re-development of existing commercial properties as opposed to expansion of commercially available land.</p> <p>... Old County Road, which intersects Route 1 in Thomaston and rejoins it in Rockport, increasingly serves as an additional bypass around downtown.</p> <p>Old County Road is carrying increased traffic.</p>	<p>Extend public sewer and water up to and including Old County Road, as well as, completing infill of these services in the built up areas of the City. The City should develop a corridor management plan for Old County Road. The plan would identify existing access (entrances Future Land Use and driveways), mobility and safety issues in order to improve existing conditions and allow for development that does not degrade roadway conditions.</p>
	<p>Protect existing residential areas along Old County Road from the playing fields north to the Rockport town line and allow for limited commercial development at the intersection of Old County Road and Route 17.</p>
	<p>Rezone the area west of Old County Road and east of Bog Road to lower the net residential density from that found in the Residential B Zone, and allow those commercial and industrial uses that depend on rural resources (either as permitted or conditional uses), home occupations, artisan shops, and similar traditional, rural, nonresidential uses in addition to residential uses</p>

Source: Rockland Comprehensive Plan, 2004 with 2012 amendments

Adopted Rockport Comprehensive Plan (CP):
Excerpts Relating to Old County Road and Transportation

Observation Excerpts	Recommendations Excerpts
<p>Old County Road runs from Thomaston to Rockport through Rockland and is used as a Route 1 bypass to avoid Route 1 in Rockland.</p> <p>There are numerous areas around the Town of Rockport that have been developed in recent years or decades that can be considered “suburban” in character and represent the core of the residential zones to be designated for future controlled development. They include:...</p> <ul style="list-style-type: none"> • Wellington Drive – a large development to the east of Old County Road comprising approximately 30-40 house lots (plus some additional land reputed to be under development) - • Winding Way/Chickawaukie Pond Road - a development to the east of Old County Road (adjacent to the above mentioned Wellington Drive area) and abutting Chickawaukie Lake, comprising 40-50 lots. <p>... traffic light was installed at the intersection of Old County Road and Route 1 as a result of the spring 2003 construction of a Home Depot store in Rockland.</p> <p>A small portion of Route 1 between the Old County Road intersection and the Porter Street intersection is classified as LOS E.</p>	<p>Establish that MDOT and Rockport meet on a periodic basis to review concerns and plan for improvements along routes 1, 17, and 90, and Pascal Avenue, Union Street, and Old County Road; i.e., traffic lights, crosswalks, pedestrian overpass/underpass, pathways, and tree planting....</p> <p>Pursue highway access acquisition strategies with the MDOT’s Highway Access Acquisition Program to identify and purchase easements along the state highways for the following purposes:</p> <ul style="list-style-type: none"> A) protection of scenic character; B) promotion of efficient traffic flow; C) protect wildlife travel routes or other natural resources at risk, and promote contiguous protected parcels; D) protect taxpayer dollars by forgoing future widening of highways.

Source: Rockport Comprehensive Plan, 2004

Adopted Thomaston Comprehensive Plan (CP):
Excerpts Relating to Old County Road and Transportation

Observations Excerpts	Recommendations Excerpts
<p>Critical rate factors [CRF] are above 1, indicating accident-prone areas, for most of US 1, Route 131 and Old County Road.</p> <p>The quarry associated with the cement plant is bordered by Route One, Dexter Street, and Old County Road. Approximately 84 acres of this area is actively mined.</p> <p>The recently approved expansion of the cement plant quarry toward the west will influence future land use in the immediate vicinity along Old County Road. Concerns include blasting, the off-site transport of dust from quarry and cement plant operations, and the potential for groundwater contamination.</p> <p>Agricultural soils are found along Beechwood Street, West Meadow Road, Old County Road....</p> <p>The only known area of groundwater contamination in Thomaston occurs along Old County Road in the vicinity of the Rockland dump. Four residential wells in this area have shown elevated levels of sodium and/or arsenic.... An analysis of the chemical composition of the dump leachate indicates that the dump is unlikely to be the source. The arsenic may be naturally occurring, as is the case in several locations throughout the state.</p> <p>MDIFW has identified four areas as waterfowl and wading bird habitat (WWH). These areas are located along Meadow Brook (WWH 031176), an area south of Old County Road (WWH 031826)....</p> <p>The Camden Hills are visible from portions of Studley Lane and from outer Beechwood Street, about three miles from Main Street, as well as from West Meadow Road and Old County Road.</p> <p>..."strip" residential pattern along ... Old County Road (R-1)... The lack of sewer system and lack of access to back lots has influenced this development pattern.</p> <p>Most of the undeveloped residential land lies north of the urban area of town along Beechwood Street west to the Oyster River and east to Old County Road in the R-1 and TR-3 Districts. This area is not served by public sewer or public water. Development in this area is also influenced by the presence of gravel pits and quarries, existing nonconforming uses.</p>	<p>Work with MDOT to examine options for a new east/west road, possibly connecting Beechwood St. with Old County Rd. This may occur in conjunction with the Gateway 1 Project.</p> <p>Explore construction of an alternate east-west road through town [in the vicinity of the Transitional Residential (TR-3) District connecting Beechwood Street with Old County Road] to encourage residential growth in the TR-3 District and alleviate traffic congestion on Route One.</p>

Source: Thomaston Comprehensive Plan, 2006 with 2009 amendments

Land Use Ordinances and Zoning

The map titled *Land Use Districts* shows municipally defined districts, minimum road frontages, and minimum lot sizes for sewerred and non-sewerred areas. Old County Road in Thomaston serves as the boundary between the Rural Residential and Farming District to the north and west and the Industrial District to the south and east, which is property owned by Dragon Cement. In Rockland, the roadway is zoned Rural Residential, Residential A, Residential B, Neighborhood Commercial, Industrial and Business Park. Rockport's portion of the roadway is primarily zoned Residential, with a portion near Route 1 zoned Mixed Business Residential.

Various small and mid-sized commercial activities are located on Old County Road primarily within the Rockland portion. Residences are found along almost the entire roadway. Several residential subdivision roads connect to Old County Road. Industrial uses are found primarily along the southeastern side of the roadway in Thomaston. The Rockland Solid Waste Facility is located along the eastern side of the roadway in Rockland both southwest and northeast of the Limerock intersection. The State Bureau of Motor Vehicles and the Department of Corrections share a building that is north of the Rankin intersection on Old County Road. Several cemeteries and recreational areas abut Old County Road.

Much of Old County Road is zoned for the development that is currently located along it and for the future development that is probable. Access management is currently addressed by State access management regulations outside of the urban compact area. However, future municipal regulations might be useful to maintain or improve the safety and mobility of the roadway, especially its higher posted segments.

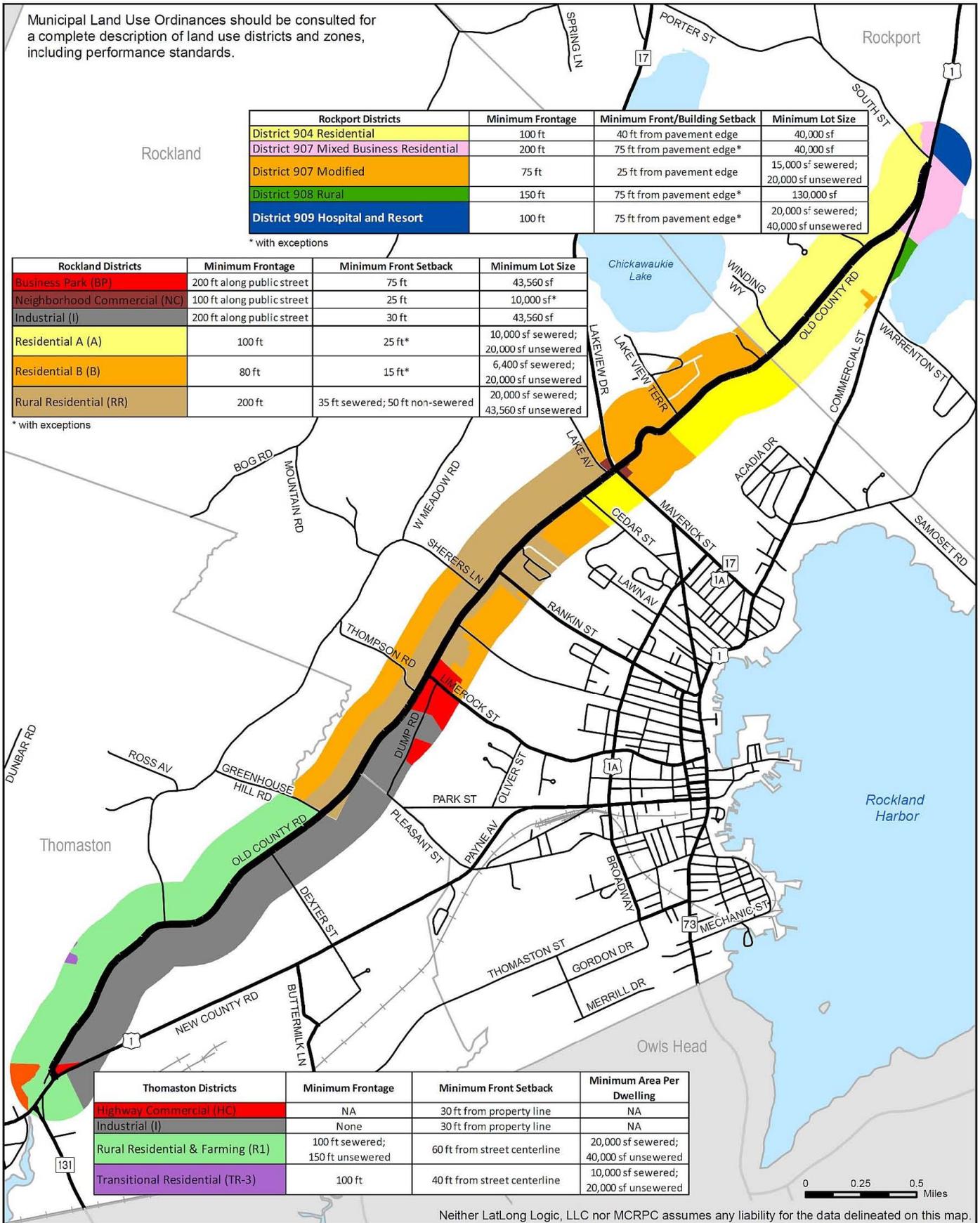
Municipal Land Use Ordinances should be consulted for a complete description of land use districts and zones, including performance standards.

Rockport Districts	Minimum Frontage	Minimum Front/Building Setback	Minimum Lot Size
District 904 Residential	100 ft	40 ft from pavement edge	40,000 sf
District 907 Mixed Business Residential	200 ft	75 ft from pavement edge*	40,000 sf
District 907 Modified	75 ft	25 ft from pavement edge	15,000 sf sewered; 20,000 sf unsewered
District 908 Rural	150 ft	75 ft from pavement edge*	130,000 sf
District 909 Hospital and Resort	100 ft	75 ft from pavement edge*	20,000 sf sewered; 40,000 sf unsewered

* with exceptions

Rockland Districts	Minimum Frontage	Minimum Front Setback	Minimum Lot Size
Business Park (BP)	200 ft along public street	75 ft	43,560 sf
Neighborhood Commercial (NC)	100 ft along public street	25 ft	10,000 sf*
Industrial (I)	200 ft along public street	30 ft	43,560 sf
Residential A (A)	100 ft	25 ft*	10,000 sf sewered; 20,000 sf unsewered
Residential B (B)	80 ft	15 ft*	6,400 sf sewered; 20,000 sf unsewered
Rural Residential (RR)	200 ft	35 ft sewered; 50 ft non-sewered	20,000 sf sewered; 43,560 sf unsewered

* with exceptions



Thomaston Districts	Minimum Frontage	Minimum Front Setback	Minimum Area Per Dwelling
Highway Commercial (HC)	NA	30 ft from property line	NA
Industrial (I)	None	30 ft from property line	NA
Rural Residential & Farming (R1)	100 ft sewered; 150 ft unsewered	60 ft from street centerline	20,000 sf sewered; 40,000 sf unsewered
Transitional Residential (TR-3)	100 ft	40 ft from street centerline	10,000 sf sewered; 20,000 sf unsewered

LAND USE DISTRICTS WITHIN 1,000 FEET OF OLD COUNTY ROAD

Prepared as part of the Old County Rd Micro-Corridor Plan

ROCKLAND, ROCKPORT & THOMASTON

Map revised: March 2013
 Map prepared by LatLong Logic, LLC
 Sources: Town zoning maps, MDOT and MEGIS
 4/16/2013



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4. ECONOMIC DEVELOPMENT AND HOUSING

The map titled *Major Employers and Housing Density* shows the location and relative size of major employers in the corridor and the density of housing at the census block level for 2010, which indicates where most people live within the corridor.

Employment

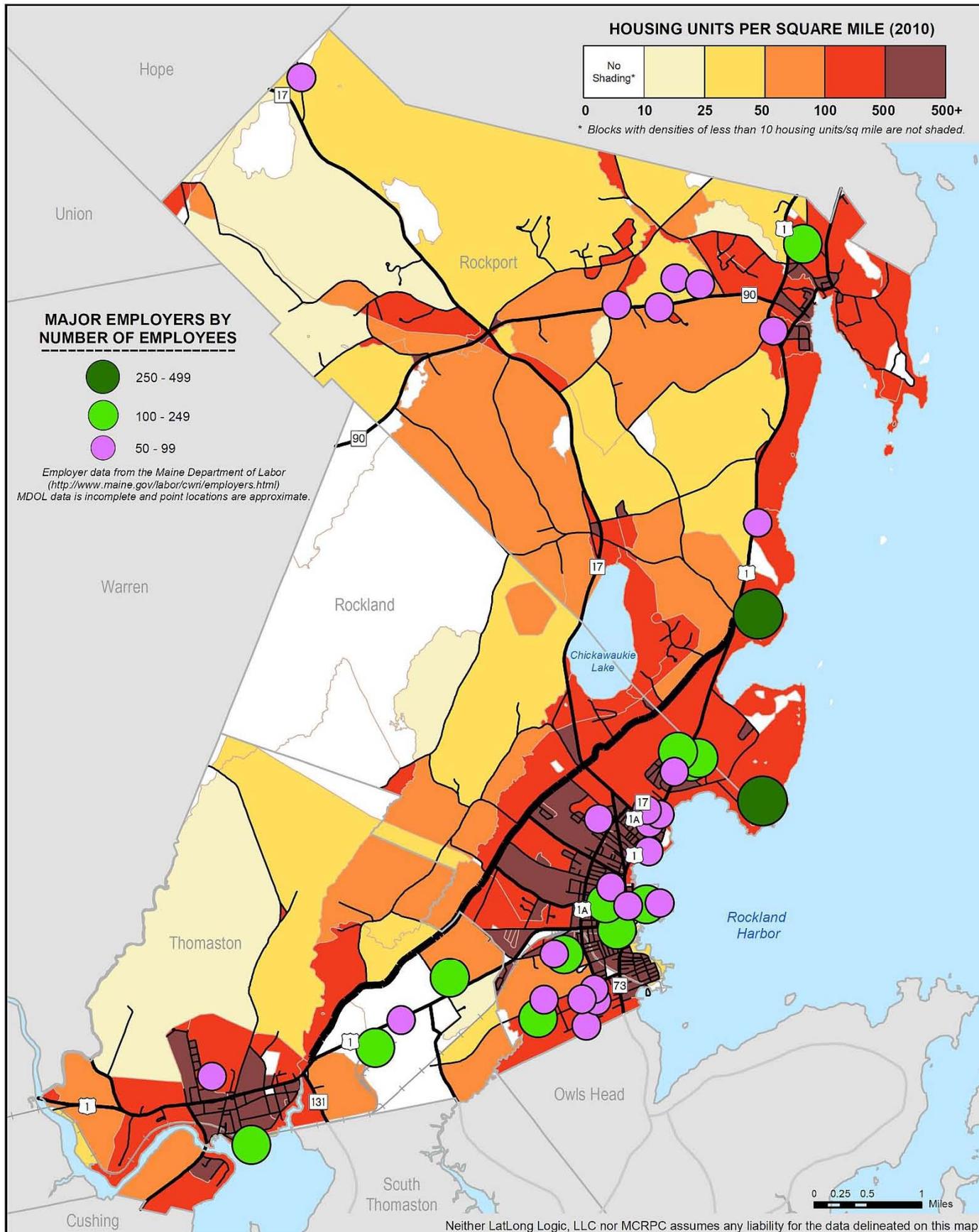
Over the past twelve years, the corridor has seen a net decrease of 320 people in the labor force to total 6,490. Knox County's labor force totals 20,901, but the county saw only an increase of 50 in its total labor force during that same period, due not only to higher longer term unemployment but to a decrease of working age people. Within the corridor, the number of employed decreased by 641. The unemployment rate for the corridor was 7.7% in 2011, significantly higher than the 3% figure in 2000. Not enough jobs are being created in the region, which forces those seeking work to travel farther from home or relocate outside of the corridor.

Labor Force (Annual, Not Seasonally Adjusted)

Area	Civilian Labor Force		Employed		Unemployed		Unemployment Rate	
	2011	Change Since 2000	2011	Change Since 2000	2011	Change Since 2000	2011	2000
Rockland	3,874	-40	3,559	-230	315	+190	8.1%	3.2%
Rockport	1,903	+96	1,780	+21	123	+75	6.5%	2.7%
Thomaston	1,254	-376	1,151	-432	103	+56	8.2%	2.9%
Corridor	7,031	-320	6,490	-641	541	+321	7.7%	3.0%
Knox County	20,901	+50	19430	-856	1,471	+906	7.0%	2.7%

Source: Maine Department of Labor

Within the corridor, the largest employer is Pen Bay Medical Center, located in Rockport. The greatest number of employers is found in the service center, Rockland, in particular, along US Route 1, and increasingly along Route 90 from Warren to Rockport. Retailers, both large-scale and small, are located predominately on US Route 1. Big box retail employment has increased, especially in Thomaston in recent years with Lowes and is likely to continue to do so with the planned opening of Super Wal-Mart. Large-scale stores generate considerable traffic volumes of customers, of deliveries by semi-tractor-trailers/heavy trucks, and of employees. See the map titled *Major Employers and Housing Density* for the locations of employers with more than 50 employees.



MAJOR EMPLOYERS AND HOUSING DENSITY

Prepared as part of the Old County Rd Micro-Corridor Plan

ROCKLAND, ROCKPORT & THOMASTON

Map revised: February 2013
 Map prepared by LatLong Logic, LLC
 Sources: US Census, MDOL, MEDOT and MEGIS
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**Major Employers (with over 100 employees)
Located in Corridor Municipalities**

Business Name	Location	Employees	Sector
Douglas Dynamics LLC	Rockland	100-249	Manufacturing
Dragon Products Co	Thomaston	100-249	Cement Manuf.
Fisher Engineering	Rockland	100-249	Equipment
FMC Specialty Chemicals Group	Rockland	100-249	Chemical Manuf.
Home Depot	Rockland	100-249	Retail
Kno-Wal-Lin Home Health Care	Rockland	100-249	Medical
Knox Center for Long Term Care	Rockland	100-249	Medical
Lowe's Home Improvement	Thomaston	100-249	Retail
Lyman-Morse Boatbuilding Inc	Thomaston	100-249	Boatbuilding
Maine Media Workshop	Rockport	100-249	Education
Mid Coast Mental Health Center	Rockland	100-249	Medical
Pen Bay Medical Center	Rockport	250-499	Medical
Samoset Resort	Rockport	250-499	Hotel
Shaw's Supermarket	Rockland	100-249	Retail
State Human Services Dept.	Rockland	100-249	State Government
Wal-Mart	Rockland	100-249	Retail

Source: Maine Dept. of Labor

Most economic activity, as reflected in total taxable retail sales, continues to occur in Rockland, with an 18.2% increase in sales volume from 2000 to 2011. In 2011, Rockport had 23.2% of the sales volume as that of Rockland, while Thomaston had 21.3%, a significant increase, up 99.4% from 2000 due in large part to the location of new retail businesses in Thomaston.

Total Taxable Retail Sales

Area	2000	2011	Change
Rockland	184,102,800	217,692,400	18.2%
Rockport	46,852,200	50,597,800	8.0%
Thomaston	23,291,400	46,441,600	99.4%
Corridor	254,246,400	314,731,800	23.8%
Knox County	402,827,300	482,335,500	19.7%

Source: Maine Revenue Services

Given the current focus of economic activity, with major employers and retail centers in Rockland, Thomaston, and Rockport, similar type development is likely to continue to locate near the Old County Road intersections of US Route 1. With increasing congestion along US Route 1, Old County Road may become more attractive for larger scale development, perhaps warehousing and distribution activities.

Housing

Concentrations of housing are found in downtown Rockland, the village areas of Thomaston and Rockport, and along the coast. See the map titled *Major Employers and Housing Density*. Shoreland areas have higher numbers of seasonal homes. Newer housing tends to be located inland at lower densities. Between 1990 and 2012, Rockport had the largest growth in housing with 606 new units. Rockland gained 247 new units and Thomaston gained 189 new units during the same period.

Housing Units

Area	1990	2000	2010	2012 Est.	Growth 1990-2012	
					Number	Percent
Rockland	3,719	3,752	3,925	3,966	247	6.6%
Rockport	1,409	1,677	1,956	2,015	606	43.0%
Thomaston	1,212	1,535	1,385	1,401	189	15.6%
Corridor	6,340	6,964	7,266	7,382	1,042	16.4%
Knox County	19,009	21,612	23,744	24,228	5,219	27.5%

Source: Census

Housing permits issued over the last ten years have averaged 26.5 permits in Rockport, 18.5 in Rockland, and 8.8 in Thomaston.

Building Permits

Building Permits Issued from 2001-2011				
Area	Single Family	Multi-family	Total	Total Annual Average
Rockland	154	50	204	18.5
Rockport	291	0	291	26.5
Thomaston	80	17	97	8.8
Corridor	525	67	592	53.8
Knox County	2,260	107	2,367	215.2

Source: U.S. Department of Housing, SOCDS Building Permits Database

Commuting

During the past two decades, commute times have increased in Rockland and Rockport and countywide, while decreasing in Thomaston.

Mean Travel Time to Work

Area	Time (in minutes)			
	1990	2000	2011	Change
Rockland	13.1	14.5	14.7	+12.2%
Rockport	12.6	16.4	14.9	+18.3%
Thomaston	20.8	26.4	16.0	-23.1%
Knox County	17.0	18.9	18.5	+8.8%

Source: Census for 1990 and 2000,
Census American Community Survey 2007-2011 for 2011

Most commuters drive to work alone (72.6% to 80.3% of total commuters in the corridor communities), with a small but notable number carpooling (7.6% to 11.5%). Those who walk to work comprise 3.9 to 5.1% of the total. A nominal amount (0 to 0.7%) use public transportation due to its general lack of availability.

Commuting To Work	Rockland		Rockport		Thomaston		Knox County	
	Est #	%	Est #	%	Est #	%	Est #	%
Workers 16 years and over	3,425	100.0%	1,599	100.0%	1,470	100.0%	19,281	100.0%
Car, truck, or van -drove alone	2,488	72.6%	1,168	73.0%	1,180	80.3%	14,083	73.0%
Car, truck, or van -carpooled	394	11.5%	171	10.7%	112	7.6%	2,041	10.6%
Public transportation	23	0.7%	0	0.0%	0	0.0%	124	0.6%
Walked	174	5.1%	108	6.8%	57	3.9%	804	4.2%
Other means	186	5.4%	4	0.3%	32	2.2%	561	2.9%
Worked at home	160	4.7%	148	9.3%	89	6.1%	1,668	8.7%

Source: Census American Community Survey 2007-2011 for 2011

Note: Public transportation does not include taxicabs.

Most people who work in Rockland, Thomaston or Rockport, live outside of the community in which they work. More than half of Rockland residents who work, do so outside of Rockland. Most Rockport and Thomaston residents who work, do so outside of their town of residence.

Inflow/Outflow Job Counts (All Jobs)

Area/Category of those Employed	2010	
Rockland	Count	Share
Total Employed in Rockland	6,543	100.0%
Employed and Living in Rockland	1,307	20.0%
Employed in Rockland but Living Elsewhere	5,236	80.0%
Living in Rockland	3,048	100.0%
Living and Employed in Rockland	1,307	42.9%
Living in Rockland but Employed Elsewhere	1,741	57.1%
Rockport	Count	Share
Total Employed in Rockport	2,342	100.0%
Employed and Living in Rockport	285	12.2%
Employed in Rockport but Living Elsewhere	2,057	87.8%
Living in Rockport	1,220	100.0%
Living and Employed in Rockport	285	23.4%
Living in Rockport but Employed Elsewhere	935	76.6%
Thomaston	Count	Share
Total Employed in Thomaston	1,065	100.0%
Employed and Living in Thomaston	132	12.4%
Employed in Thomaston but Living Elsewhere	933	87.6%
Living in Thomaston	1,376	100.0%
Living and Employed in Thomaston	132	9.6%
Living in Thomaston but Employed Elsewhere	1,244	90.4%
Knox County	Count	Share
Employed in Knox County	15,421	100.0%
Employed and Living in Knox County	9,889	64.1%
Employed in Knox County but Living Elsewhere	5,532	35.9%
Living in in Knox County	15,049	100.0%
Living and Employed in Knox County	9,889	65.7%
Living in in Knox County but Employed Elsewhere	5,160	34.3%

Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics

5. NATURAL AND SCENIC RESOURCES

The corridor is mostly forested, a shift from agricultural uses that predominated in the past. There are large areas of wetlands as well.

The map titled *Natural Resource Constraints* shows moderate and high value wetland habitats (10+ acres in size) that are regulated through shoreland zoning, wetlands in the National Wetlands Inventory, current shoreland zoning along water bodies, and soils associated with steep slopes (15% and greater). Also shown are Maine Natural Area Program Rare and Focus Areas of Statewide Ecological Significance. Other habitat areas including deer wintering areas, endangered/threatened/special concern species, shorebird and waterfowl/ wading bird habitat are shown.

Primary Natural Constraints

Area	Natural Constraints along Old County Road
Rockland	Moderate and high value wetland habitat and shoreland zone
Rockport	Soils associated with steep slopes
Thomaston	Moderate and high value wetland habitat and shoreland zone

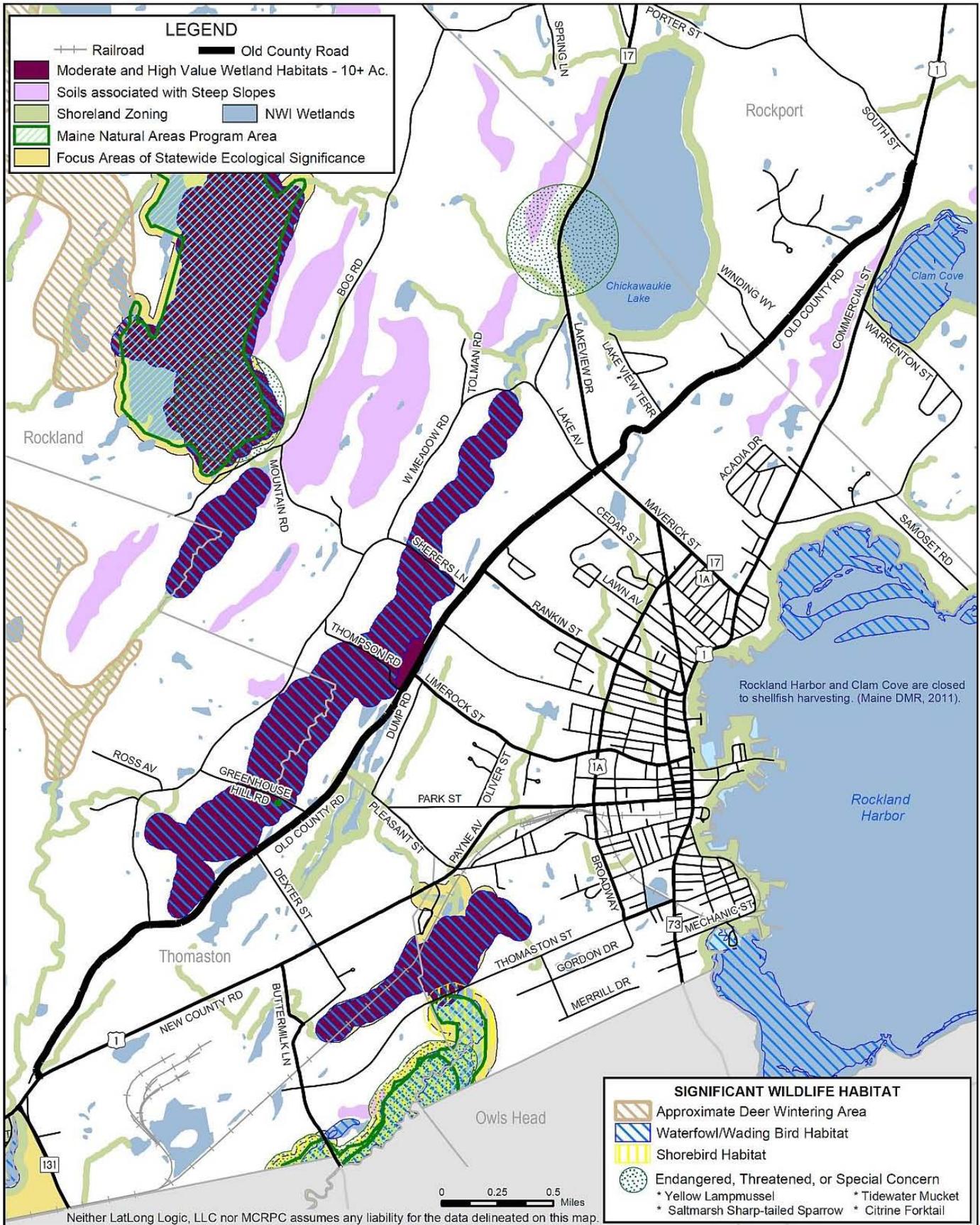
Source: Maine Department of Environmental Protection

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

Many residents and businesses in the corridor, especially north and west of Old County Road, depend on private drilled wells for drinking water. Wetlands are critical to groundwater supplies and for the protection of water quality, as well as for storm water management, flood control and wildlife.

Water bodies found along Old County Road include abandoned quarries. Most of the smaller quarries along the roadway are on private property. The City of Rockland uses certain quarries for refuse disposal at the Rockland Solid Waste Facility in accordance with Maine DEP oversight. The proximity of quarries to Old County Road limits the widening of the roadway. Additionally, tunnels between quarries may cause subsidence and threaten the road base, as occurred near the Rockland Golf Club a few years ago.

Principal views by type (fields, water, hills, etc.) as can be seen from Old County Road are indicated on the map titled *Scenic Views from Old County Road*. See also the map titled *Topography*, which shows areas of high elevation.



NATURAL RESOURCE CONSTRAINTS

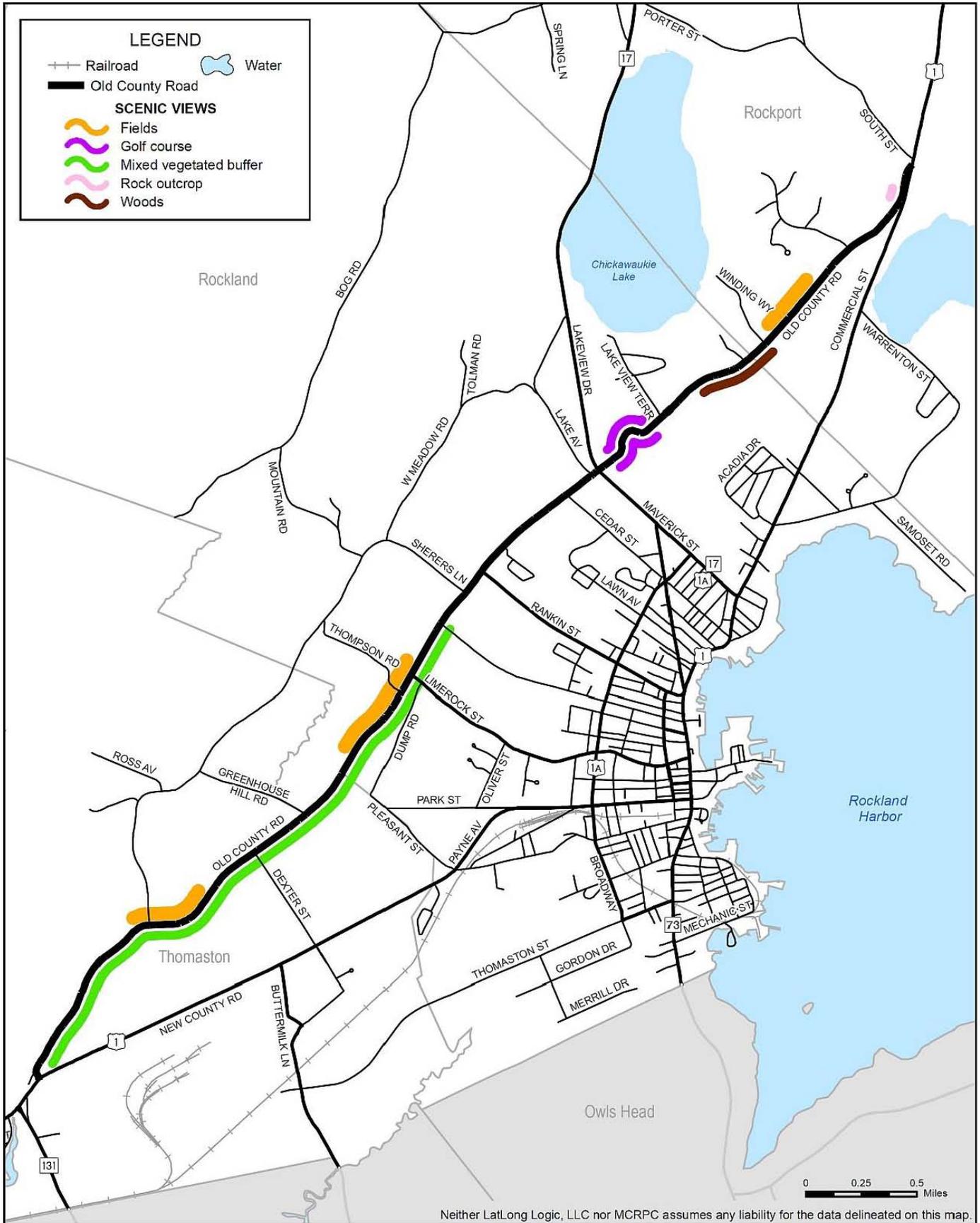
Prepared as part of the Old County Rd Micro-Corridor Plan

ROCKLAND, ROCKPORT & THOMASTON

Map revised: February 2013
 Map prepared by LatLong Logic, LLC
 Sources: NRCS, MEDOT, MEIWF, MNP, MGS, USFWS and MEGIS
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SCENIC VIEWS

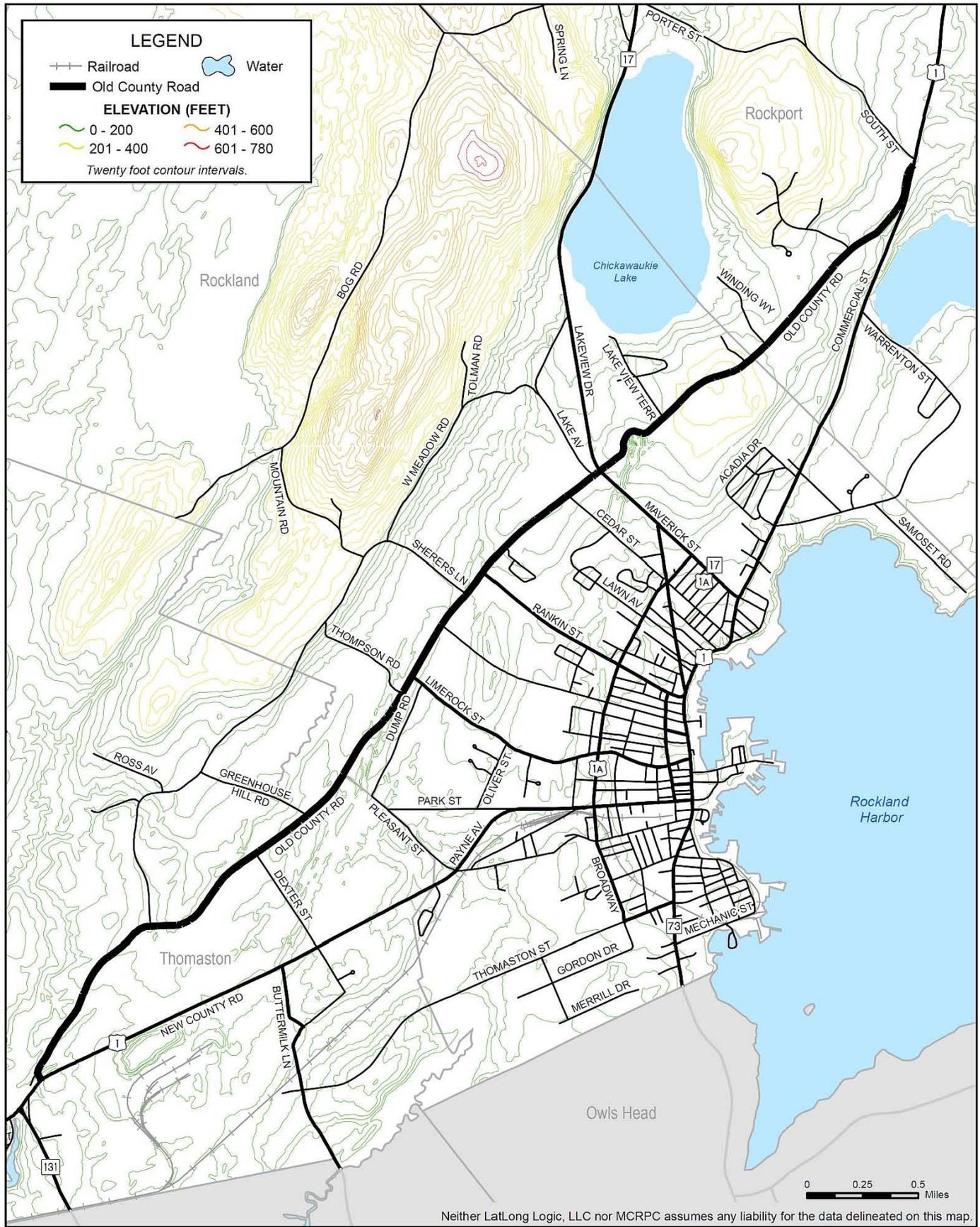
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ROCKLAND, ROCKPORT & THOMASTON

Map created: February 2013
 Map prepared by LatLong Logic, LLC
 Sources: MCRPC, MEDOT and MEGIS



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TOPOGRAPHY

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6. CORRIDOR INVESTMENTS SOUGHT

The Old County Road Micro-Corridor Management Plan has described municipal and regional transportation conditions, land use, economic development, housing trends, and natural and scenic resources. From this, an informed prioritization (listed on the pages that follow) has been made of essential transportation-related investments to meet the needs of residents, businesses, and others who use this corridor. Many of these investments will require specific analysis and evaluation by Maine DOT and transportation engineers to determine appropriate solutions, based upon accepted transportation and civil engineering principles, before implementation can occur.

Maine DOT is requested to review these recommendations and to consider them when proposing and making improvements in the corridor. Furthermore, Maine DOT is requested to respond to municipal officials of Rockland, Rockport and Thomaston within 60 days of receipt of this plan to discuss the feasibility and time frame for implementing these recommendations.

Given increasingly constrained transportation budgets, and the rising costs of construction materials, it is even more crucial that new transportation investments be based upon serving the best interests of the corridor and the region as a whole. The recommendations of this micro-corridor management plan attempt to accomplish this goal.

Old County Road Micro-Corridor Management Plan Investments Sought

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

Investment Recommended	Location(s)	Rationale	Responsible Party(ies)	Time Frame
<p>Highway Reconstruction: realignment and widening, rebuild entire roadbed, add appropriate sub-base, redesign slope, and improve drainage.</p>	<p>Thomaston: Old County Rd, specifically to straighten the S-curve near the Creighton Ln (West Meadow Rd) intersection and to reconstruct 1.7 miles from the US Route 1 intersection northeast, and to widen the pass-through lane at the Dexter St intersection</p>	<p>Safety and Mobility: realign to remove the dangerous S-curve near the Creighton Ln intersection area. The current roadway is too narrow, with crumbling shoulders, and poor drainage. This has been on Maine DOT work plan since the 1990s or earlier and should be included in the Old County Rd rebuild.</p>	<p>Maine DOT</p>	<p>Immediate</p>
<p>Highway Reconstruction: rebuild entire roadbed, add appropriate sub-base, redesign slope, improve drainage, and ditching.</p>	<p>Rockland: Old County Rd, especially from the Thompson Rd intersection to the Rockport town line</p>	<p>Safety and Mobility: reconstruct because of the roadway's poor condition (severe rutting and potholes) and its high volume use as a Route 1 bypass including heavy truck traffic.</p>	<p>Maine DOT</p>	<p>Midterm</p>
<p>Highway Reconstruction: widen existing and add new shoulders, and/or new bicycle lane.</p>	<p>Where feasible on Old County Rd</p>	<p>Safety and Alternative Transportation: the roadway currently lacks adequate shoulders or a bicycle lane for safe bicycle and pedestrian use.</p>	<p>Maine DOT</p>	<p>Midterm</p>
<p>Highway Repaving: shim and resurface.</p>	<p>Entire length of Old County Rd</p>	<p>Safety and Mobility: Given the exceedingly poor condition of the roadway, repaving would be an interim measure that would postpone necessary reconstruction by only a few years.</p>	<p>Maine DOT</p>	<p>Immediate (if Highway Reconstruction is delayed)</p>

Investment Recommended	Location(s)	Rationale	Responsible Party(ies)	Time Frame
Intersection Redesign/ Reconstruction: widen.	Rockland: Limerock St and Old County Rd intersection	Safety: Dangerous intersection - vehicles entering Old County Rd from Limerock St have to nose into Old County Rd before getting clear views in both directions. There is enough un-quarried ledge in vicinity to support steel bridge sections widening this segment of Old County Rd.	Maine DOT, Rockland	Midterm
Intersections: Traffic Signals, install flashing beacon or, if warranted, a full traffic control signal with adjustable phasing based upon changing traffic volumes.	Thomaston: Dexter St and Old County Rd intersection	Safety: limited sight distance makes left turns at this un- signalized intersection difficult and dangerous. The beacon could protect vehicles turning left from Dexter St onto Old County Rd from southbound through-traffic that is obscured by vehicles slowing down to turn left onto Dexter St. Note: There will be more vehicles entering Old County Rd from Dexter St (due to Lowes and the new Wal-Mart).	Maine DOT	Immediate
Intersections: Traffic Signals, install full traffic control signals with adjustable phasing based upon changing traffic volumes.	Rockland: Limerock St and Old County Rd intersection Thomaston: US Route 1 and Old County Rd intersection	Safety: limited sight distance makes left turns at these un- signalized intersections difficult and dangerous. Mobility: facilitate movement of traffic; reduce wait time, as volumes on intersection legs change, e.g. differences in daytime and nighttime volumes and traffic patterns.	Maine DOT, Rockland, Thomaston	Midterm

Investment Recommended	Location(s)	Rationale	Responsible Party(ies)	Time Frame
Intersections: Traffic Signals, synchronization.	Rockport: US Route 1 and Old County Rd signalized intersection Rockport: US Route 1 and Glen Cove Dr (Pen Bay Medical Center entrance) signalized intersection	Mobility: summertime traffic backs up because these signals are not properly synchronized.	Maine DOT	Immediate
Intersections: Turning lanes, new and/or expanded, with adequate turning radii for trucks at intersections.	Rockland: Route 17 and Old County Rd intersection (Kaler's Corner) Thomaston: Dexter St and Old County Rd intersection	Safety and Mobility: add and/or expand turning lanes on all legs of these two intersections. Vehicles cueing in the travel lanes to turn have increased crashes and created bottlenecks. Thomaston note: There will be more vehicles entering Old County Rd from Dexter St (due to Lowes and the new Wal-Mart). Dexter St needs two northwest-bound lanes so that vehicles turning left onto Old County Rd (toward Thomaston Village) do not delay those turning right (toward Rockland). The Wal-Mart's \$40,000 contribution to Maine DOT-controlled escrow account could be used.	Maine DOT	Immediate
Intersections: Turning lanes, redesign.	Rockport: US Route 1 and Old County Rd intersection	Mobility: traffic backs up at this intersection due to the awkward configuration of existing turning lanes, especially entering Old County Rd.	Maine DOT	Midterm

Investment Recommended	Location(s)	Rationale	Responsible Party(ies)	Time Frame
Land Use Ordinance Amendments: municipal access management controls for business entrances strengthened. Shared entrances for new and expanding businesses encouraged.	Entire length of Old County Rd	Safety and Mobility: minimize the creation of new blind entrances through enhanced access management standards, encourage shared entrances to reduce the current number of dangerous access points, with adequate sight distance for the sought posted speeds.	Rockland, Rockport, Thomaston	Midterm
New Roadway Planning: accommodate merging of a new Route 1 Alt roadway.	Thomaston: At or just southwest of the Creighton Lane/West Meadow Road and Old County Rd intersection.	Mobility: Thomaston's comprehensive plan recommends a new road north of and roughly parallel with Main Street/Route 1, extending from the Route 1/Route 131 intersection at west end of town to Old County Rd at or just south of the Creighton Lane/West Meadow Rd. intersection. The first segment to be built would be from Beechwood St. to Old County Rd. This alternate road is critical for emergency service and for a reduction in congestion in the Thomaston Village. Currently the only alternate if Route 1 is shut down at Mill River, requiring a 17-mile detour. The alternate road is a long-term project, but the design of its intersection with Old County Rd should be considered midterm with the Old County Rd rebuild.	Maine DOT, Thomaston	Midterm
Planning Studies: investigate caves/tunnels next to quarries.	At quarry locations along Old County Rd	Safety: engineer remedies for caves or tunnels caused by mining that may be under state roadways to reduce subsidence potential.	Maine DOT Rockland, Rockport, Thomaston	Long term

Investment Recommended	Location(s)	Rationale	Responsible Party(ies)	Time Frame
Posted speed: enforcement.	Entire length of Old County Rd	Safety: speeding of private and commercial vehicles is common and puts vehicles, pedestrians, cyclists, and residents with property abutting Old County Rd in danger of personal injury and property damage.	County and Municipal Police	Immediate and Ongoing
Posted speed: evaluation and reduction.	Entire length of Old County Rd, with emphasis on portions of Old County Rd that are currently posted at 45 MPH	Safety: reduce speed limit of current 45 MPH segments to 40 MPH. Less variation in posted speeds could enhance compliance and enforcement. A lower posted speed would reduce crashes and their severity, especially for turning movements on and off Old County Rd from side streets, driveways and entrances with poor sight distances.	Maine DOT, Rockland, Rockport, Thomaston	Midterm
Public participation in Maine DOT decision-making process enhanced.	Entire length of Old County Rd	Ensure that municipal officials and citizens are aware of transportation options and possible improvements and the project planning and funding process. Seek advice and support of municipal officials, residents and local businesses for suggested improvements.	Maine DOT, Rockland, Rockport, Thomaston	Immediate and Ongoing
Signage: larger sized posted speed signs and street name signs, where needed.	Entire length of Old County Rd	Safety: increase compliance with posted speed; provide better navigation at the approaches to intersections.	Maine DOT	Immediate

Investment Recommended	Location(s)	Rationale	Responsible Party(ies)	Time Frame
Water and pollution runoff management: upgrade drainage culverts.	<p>Rockland: From Riverwood Dr (Munroe subdivision) intersection to 400 Old County Rd (Time Warner)</p> <p>Rockport: Wellington Dr (Bay Ridge subdivision) area along Old County Rd</p>	<p>Safety and Mobility: flooding along these sections of Old County Rd has increased year-round despite previous improvements made by Maine DOT. Standing water and heavy vehicular use has created many potholes.</p>	Maine DOT	Midterm
Weight limits: evaluation, reduction, and enforcement.	Entire length of Old County Rd	<p>Safety: Weight limits should be evaluated, reduced as appropriate, and enforced to control heavy truck volume and overweight vehicles, especially given the damage such vehicles cause to the already compromised roadway surface.</p>	Maine DOT, State Police	Midterm