

US Route 1 Non-Bypass Strategies
November 14, 2011 Joint Boards of Selectmen Meeting

Establishing a Joint Vision & Goals for US Route 1

Introduction

MaineDOT terminated the Wiscasset Route 1 Corridor Study on August 1, 2011 due to the large environmental and human-related impacts that would result if a bypass were to be built and the lack of funding available for such a high-cost solution. Commissioner Bernhardt reiterated at that time the Department remains committed to continuing to work with the Towns of Wiscasset and Edgecomb to identify, evaluate and implement feasible non-bypass strategies that would result in reducing the major summer traffic delays and/or improving traffic safety along US Route 1 in the two communities.

In follow-up to Commissioner Bernhardt's stated commitment to reduce major traffic delays and improve traffic safety along US Route 1 and Main Street Wiscasset, the Towns of Wiscasset and Edgecomb are being asked to develop a joint vision for US Route 1 through their communities. Once a common vision is established, measurable goals and objectives can be developed, from which non-bypass strategies can be identified, evaluated and recommended for implementation. The joint Boards will also establish with MaineDOT the public process to be used in identifying and implementing feasible and promising non-bypass strategies.

Supporting documents included in the appendices serve as provide a backdrop to provide basic data regarding traffic volumes, delays and safety along US Route 1 within the two communities. This information (1) compares the situation in Wiscasset and Edgecomb with other mid-coast US Route 1 communities and (2) provides detailed data for Wiscasset-Edgecomb area to assist the Boards of Selectmen in establishing the parameters by which the potential non-bypass strategies will be evaluated.

Expectations

It is important prior to moving forward on identifying or evaluating any non-bypass initiatives that the Towns of Wiscasset and Edgecomb, MaineDOT and the general public understand and agree on expectations. Since a bypass alternative is no longer viable, we must first establish a new and common vision for US Route 1 through Wiscasset and Edgecomb. This commonly-held vision will serve as the basis from which goals and standards will be developed and applied to the various non-bypass strategies that emerge. A public process will be established by which the non-bypass strategies will be identified, evaluated and selected as well. Selected strategies will also be prioritized for funding (combinations of federal, state, local and/or private) or otherwise implemented.

The timeline to initially screen candidate non-bypass strategies is expected to occur over the next several months. Depending on the types of strategies that emerge, additional data gathering may be required. However, MaineDOT expects some fundable low-cost strategies may be selected by spring for implementation in 2012. Other strategies requiring additional data collection or more detailed analyses will likely take longer, but MaineDOT expects all strategy development work will be completed by early 2013. Strategies requiring major funding will be required to compete with other capital projects statewide. Depending on their relative importance to other statewide needs these higher-cost strategies may be funded for the 2014-2015 biennium. Some strategies may be funded in future biennia but other strategies having very high costs and/or low expected benefits may not be funded at all.

Background

Major traffic delays occur in Wiscasset-Edgecomb for several reasons, some of which can be addressed through specific strategies and others that cannot be improved for various reasons. Examples of the causes for traffic delays in the area are:

1. High traffic volumes;
2. Turning traffic at various commercial establishments outside Wiscasset Village and side streets located both beyond and within Wiscasset Village;
3. Pedestrians within Wiscasset Village;
4. On-street parking maneuvers within Wiscasset Village;
5. Trucks carrying hazardous materials and most buses stopping as required by law at the railroad tracks in Wiscasset near Davey Bridge;
6. Periodic freight and passenger trains passing across Main Street at Davey Bridge;
7. Large southbound trucks having difficulty in resuming normal speeds after stopping or slowing down for various reasons along the hill in Wiscasset Village;
8. Relatively tight curves near the intersection of Route 27 in Wiscasset, coupled with high turning traffic volumes at the intersection;
9. Large slow-moving campers and vehicles towing large boats;
10. Wiscasset Village historic buildings, frequent side streets, pedestrians and other Village area activities; and
11. Vehicular crashes, even if minor, resulting in significant traffic delays.

Questions to Ponder in Establishing a Joint Vision and Goals for US Route 1

Questions are posed in the following paragraphs to aid the joint Boards of Selectmen to identify common values associated with how they believe US Route 1 should look and function. Those agreed-upon values will help in the development of common goals, from which strategies can be identified and evaluated. Additional questions can be added as deemed appropriate.

Selectmen are encouraged to drive through US Route 1 from the Woolwich-Wiscasset town line to the Edgecomb-Newcastle Town Line in both directions with a critical observation of existing conditions while keeping the following questions in mind:

A. Major Traffic Delays

1. How do you define major traffic delays in your communities? Currently MaineDOT defines major traffic delays as those times when traffic speeds drop below 25 mph for 15 minutes or greater northbound at Birch Point Road in Wiscasset (45 mph posted speed) and/or southbound at Route 27 in Edgecomb (50 mph posted speed). Do you agree with this definition? If you do not agree, how would you change the definition (measurement locations and/or trigger speeds)?
2. What is the maximum amount of time a major traffic delay should be allowed to occur?
3. How often should a major traffic delay be allowed to occur?
4. Are there certain days and/or times of day when major traffic delays are more critical than others?

B. Access Management and Land Use

1. Is the US Route 1/Main Street Wiscasset corridor in Wiscasset and Edgecomb developing in a manner you want to see? If not, how would you change either current and/or future land uses along US Route 1?
2. Are access points to residential and commercial establishments along US Route 1 located outside Wiscasset Village appropriately spaced so as to provide good sight distances both

to through and turning traffic? Are existing turning lanes adequate? Does through traffic have to stop to allow turns to be made? Are connecting roads between adjacent properties provided so as to allow inter-development traffic circulation?

3. Do either Wiscasset or Edgecomb have plans for future land developments that could impact US Route 1 (e.g., Railroad Avenue in Wiscasset, Davis Island in Edgecomb, etc.)?

C. Traffic Speeds

1. Are the posted speed limits approaching Wiscasset Village and the Eddy Road-Route 27 area of Edgecomb appropriate and well-marked?
2. The speed limit through Wiscasset Village is 25 mph, but it may not be realistic to expect traffic to travel at this speed in the summer due to its being a vibrant downtown area and the number of tourists who frequent the area, especially given the number and frequency of crossing pedestrians at Water, Middle and Federal Streets, turning traffic and parking maneuvers. MaineDOT would not lower the speed limit below 25 mph, but what should be the maximum expected summer operating speed be in the Wiscasset Village area?

D. Historic and Cultural Values

1. How important is the Wiscasset Village Historic District to you? Do you think there are times when traffic needs should be allowed to supersede potentially adverse effects to the Historic District or other historic buildings and places? In Edgecomb, how important is the preservation of the National Historic Register-eligible Race's Cabins?
2. How critical is it to you to preserve the existing skyline and waterfront views within your community and across the water to your neighboring community?

Analysis of Major Data Provided (Refer to Appendices for Details)

MaineDOT has evaluated historical and more recent data to help frame the US Route 1 situation in the two communities. The attached appendices are broken down into the five major categories listed below. The paragraphs that follow provide high level results of the analyses conducted by MaineDOT.

1. Comparative Analyses with Similar Midcoast Route 1 Communities
2. Traffic Volumes
3. Traffic Delays
4. Traffic Safety
5. Overview of the National Historic Preservation Act and Local Historic Properties

1. Comparative Analyses with Similar Midcoast Route 1 Communities

In order to place the Wiscasset-Edgecomb US Route 1 issues into perspective, MaineDOT identified four other midcoast communities with similar US Route 1 characteristics. The four communities selected are, from south to north, Ogunquit, Brunswick, Camden and Ellsworth. Appendix A.1 provides an overview of selected general and traffic characteristics. Appendix A.2 provides a comparative safety analysis. The following conclusions can be made from the information provided for the US Route 1 areas of these comparison towns:

- Overall, Camden appears to most closely match the US Route 1 characteristics found in Wiscasset.
- Wiscasset's population (2010 census) is the fourth lowest of the five communities evaluated.
- Zoning in all five communities along US Route 1 is categorized as Central Business, Tourist Business or Highway Business.

- Wiscasset is the only community that utilizes angled parking. All others use parallel parking, except Brunswick allows no street parking along US Route 1.
- Except for Brunswick, all five communities have two travel lanes and the functional class of US Route 1 is similar.
- Highway capacity ranges from a low of 1,150 vehicles per hour in Camden to 2,900 in Brunswick. Wiscasset's highway capacity is estimated at 1,900 vehicles per hour, placing it second in comparison to the other towns.
- Wiscasset's Average Annual Daily Traffic (AADT) and Seasonally Adjusted Daily Traffic (SADT) volumes are about the same as for Ogunquit and Ellsworth.
- The AADT Congestion Indicators (Daily Volumes to Hourly Capacity) for Wiscasset most closely match Ogunquit and are the lowest of all five communities. Wiscasset also has the lowest SADT Congestion Indicator, followed closely by Ellsworth.
- Wiscasset has the highest number of pedestrians crossing US Route 1 as compared to the other comparison communities' measured busiest pedestrian crosswalks.
- Wiscasset and Ellsworth have the longest distance to a parallel arterial highway at 20 miles.
- Wiscasset's US Route 1 crash rate is next to lowest on a per hundred million vehicle miles of travel (HMVM) basis and is in the middle of the comparison communities on a crashes per mile of road basis.
- Wiscasset shares the highest number of crashes involving pedestrians with Ellsworth at 4 pedestrian crashes over the most recent complete 5-year period (2006-2010).
- Wiscasset is ranked the highest for its percentage of crashes involving large trucks at 4.2%.

2. Traffic Volumes

- Wiscasset's actual traffic volumes followed MaineDOT projections until 2008, which corresponds with the economic downturn. Traffic volumes rebounded in 2010 but are down in 2011 as of the end of October.
- Recent changes in traffic volumes during warm weather (May 1 through October 31) increased 2.98% between 2009 and 2010 but decreased 3.14% from 2010 to 2011.

3. Traffic Delays

- Monthly "calendar" views are provided for the periods of May 1 through October 31 for 2009 through 2011. These charts provide a pictorial calendar view of when major traffic delays were recorded (see current MaineDOT definition for Major Traffic Delays on Page 2, Item A.1). Major delays as currently defined occur primarily from early- to mid-July through mid- to late-August. Other major delays also occur around holiday weekends and in the second week of October.
- Northbound, Southbound and Total Vehicle Hours of Delay were considerably higher in 2010 than in 2009 and also somewhat higher in 2010 as compared to 2011. Total vehicle hours of delay were 13,687 in 2009, 23,832 in 2010 and 21,051 in 2011, resulting in an increase of 70% from 2009 to 2010 and a drop of 10% from 2010 to 2011. It should be noted the data collection did not begin until June 18, 2009 and that there were data gaps at key periods, particularly in 2010 but also in 2009. There were only a few data gap periods in 2011. The reduction in data gaps can be attributed to improved cellular phone coverage (data is forwarded via cell phone connections) and better utilization of the solar power systems used to collect speed data.
- A comparison is also attached for the period of July 10 through August 21 in 2011 to compare the effect of uniformed traffic officers directing traffic on Main Street. It can be seen from the chart that there were fewer the vehicle hours of delay were lower when officers were present but the following chart indicates the northbound traffic range of volumes dropped while the southbound range increased when speeds were

lower than 25 mph and officers were present. The improvement in southbound delays may be due to the better southbound traffic sight distances officers had as opposed to northbound traffic, and MaineDOT's request to provide large southbound trucks precedence over pedestrians due to the hill in Wiscasset Village, which makes it difficult for large trucks to start and regain speed. Pedestrian crossings did appear to be less chaotic on visual observations, but there were reports of jaywalking and some pedestrians and motorists ignoring police directions.

4. Traffic Safety

- A table is provided indicating the locations and numbers of crashes along US Route 1 from the Woolwich-Wiscasset town line to the Edgecomb-Newcastle town line. The column heading definitions are provided below:
 - “CRF” – Critical Rate Factor: The CRF compares the number of crashes at the given location to the Statewide Average Crash Rate for roads with the same federal functional classification and Urban/Rural rating. A CRF value greater than 1.0 is indicative of a crash rate higher than the Statewide Average Crash Rate.
 - “Calc MP” – Calculated Milepoint: This is the running mile location from the beginning of the Route (in this case, US Route 1).
 - Total “K”, “A”, “B” and “C” Injuries: These relate to the total number of deaths (K), severe injuries (A), moderate injuries (B) and possible injuries (C) that occurred in all of the reported crashes as reported on the official police crash report.
 - A High Crash Location (HCL) table is also provided for 2008-2010, the most recent complete 3-year period. High crash locations are defined as those locations experiencing 8 or more crashes in the most recent three-year period and having a CRF greater than 1.0. Three HCLs are currently listed for Wiscasset-Edgecomb along US Route 1:
 1. Intersection of US Route 1 with Route 27 in Degecomb;
 2. Intersection of US Route 1 with Route 27 in Wiscasset; and
 3. US Route 1 from the railroad crossing and the Wiscasset-Edgecomb town line located on Davey Bridge.

5. Overview of the National Historic Preservation Act and Local Historic Properties

This summary paper provides an overview of the National Historic Preservation Act and Section 106 requirements and how they relate to the Wiscasset Village Historic District, other historic properties and Section 106 within Wiscasset and Edgecomb. As strategies are developed, they will be evaluated to determine their potential effect to Section 106 and historic properties. If alternatives exist that would not impact these resources or impact them less, those alternative strategies generally must be selected per federal law.

Appendices

- A. Comparative Analysis with Ogunquit, Brunswick, Camden and Ellsworth
 - A.1. Traffic Volumes, Congestion/Capacity Ratios, Pedestrian Crossings, and On-Street Parking
 - A.2. Crash History, 2006-2010
- B. Volume and Safety Data for US Route 1 in Wiscasset-Edgecomb
 - B.1. Historic and Projected Daily Traffic Volumes
 - B.2. Daily Summer Traffic Volumes, 2009-2011
- C. Traffic Delays Data
 - C.1. Monthly “Calendar” Views of Major Delays, 2009-2011 (May 1 - October 31)
 - C.2. Vehicle Hours of Delay, 2009-2011 (May 1 - October 31)
 - C.3. Major Delays Comparison for Uniformed Officers Pilot Study
 - C.4. Median Traffic Volumes: July 10 - August 21, 2011 (Officers vs. No Officers)
- D. Traffic Safety Data
 - D.1. Wiscasset and Edgecomb US Route 1 Crash Details by Milepoint, 2006-2010
 - D.2. Map of Wiscasset and Edgecomb US Route 1 Crashes, 2006-2010
 - D.3. Wiscasset and Edgecomb US Route 1 High Crash Locations, 2008-2010
- E. Overview of the National Historic Preservation Act, Wiscasset Historic District and Properties

Appendix A
Comparative Analyses with Ogunquit, Brunswick, Camden and Ellsworth

- A.1. General Characteristics and Traffic Characteristics
- A.2. Crash History, 2006-2010

Comparison of Traffic Volumes and Mobility Indicators to Simialr Midcoast US Route 1 Communities

Downtown Wiscasset and other Route 1 Congestion "Hotspots" - General Characteristics

| Town | Street Name | Route(s) | Population 2010 | Parking | Land Use Type | Travel Lanes | Functional Class |
|-----------|------------------|----------|-----------------|-------------------|---------------------------|--------------|--------------------|
| Wiscasset | Main Street | US 1 | 3,732 | Angled | Central Business District | 2 | Principal Arterial |
| Ogunquit | Main Street | US 1 | 892 | Parallel (1 Side) | Tourist Business District | 2 | Minor Arterial |
| Brunswick | Pleasant Street | US 1 | 20,278 | none | Highway Business District | 4 | Principal Arterial |
| Camden | Main Street | US 1 | 4,850 | Parallel | Central Business District | 2 | Principal Arterial |
| Ellsworth | West Main Street | US 1 | 7,741 | Parallel | Central Business District | 2 | Principal Arterial |

Downtown Wiscasset and other Route 1 Congestion "Hotspots" - Traffic Characteristics

| Town | Location | Highway Capacity in Vehicles per Hour (C) | Daily Traffic Volumes | | Congestion Indicators | | Peak Hourly Pedestrian Volume at Busiest Crosswalk | Nearest Parallel Arterial Highway | Distance to Nearest Arterial (Miles) |
|-----------|--------------------------|---|-------------------------------------|--|-----------------------|----------|--|-----------------------------------|--------------------------------------|
| | | | Annual Average Daily Traffic (AADT) | Seasonally Adjusted Daily Traffic (SADT) | (AADT/C) | (SADT/C) | | | |
| Wiscasset | US 1 @ Davey Bridge | 1,900 | 16,920 | 21,400 | 1.26 | 8.9 | 11.3 | State Route 17 | 20 |
| Ogunquit | US 1 North of Shore Road | 1,700 | 15,120 | 22,900 | 1.51 | 8.9 | 13.5 | Interstate 95 | 2 |
| Brunswick | US 1 East of River Road | 2,900 | 28,470 | 34,300 | 1.20 | 9.8 | 11.8 | State Route 196 | 2 |
| Camden | US 1 @ Megunitecook Road | 1,150 | 11,310 | 14,300 | 1.26 | 9.8 | 12.4 | State Route 3 | 15 |
| Ellsworth | US 1 @ Union River | 1,800 | 16,650 | 20,600 | 1.24 | 9.3 | 11.4 | I-395, US Rte 1A | 20 |

Safety Analysis of Comparable Midcoast US Route 1 Communities
Crashes Where Posted Speed Limits Are 35 MPH or Less
2006-2010

| Town | 2010 VMT | Length of Road (Miles) | No. of Crashes (2006-2010) | Crashes per HMVM | Crashes per Mile of Road | No. of Fatalities | No. of Bicycle Crashes | Percent Bicycle to Total Crashes | No. of Large Truck Crashes (3+ axles) | Percent Large Truck to Total Crashes |
|-----------|------------|------------------------|----------------------------|------------------|--------------------------|-------------------|------------------------|----------------------------------|---------------------------------------|--------------------------------------|
| Wiscasset | 7,492,392 | 1.12 | 120 | 320.32 | 21.43 | 0 | 1 | 0.8% | 5 | 4.2% |
| Ogunquit | 10,828,557 | 2.3 | 129 | 238.26 | 11.22 | 0 | 8 | 6.2% | 2 | 1.6% |
| Brunswick | 12,382,705 | 1.43 | 464 | 749.43 | 64.90 | 0 | 0 | 0.0% | 11 | 2.4% |
| Camden | 9,640,855 | 2.7 | 176 | 365.11 | 13.04 | 0 | 3 | 1.7% | 5 | 2.8% |
| Ellsworth | 17,066,772 | 2.86 | 512 | 600.00 | 35.80 | 1 | 3 | 0.6% | 16 | 3.1% |

Notes:

VMT = Vehicle Miles Traveled

Crashes per HMVM = Crashes per Hundred Million Vehicle Miles Traveled



— Area of 35 mph (or less) speed limit



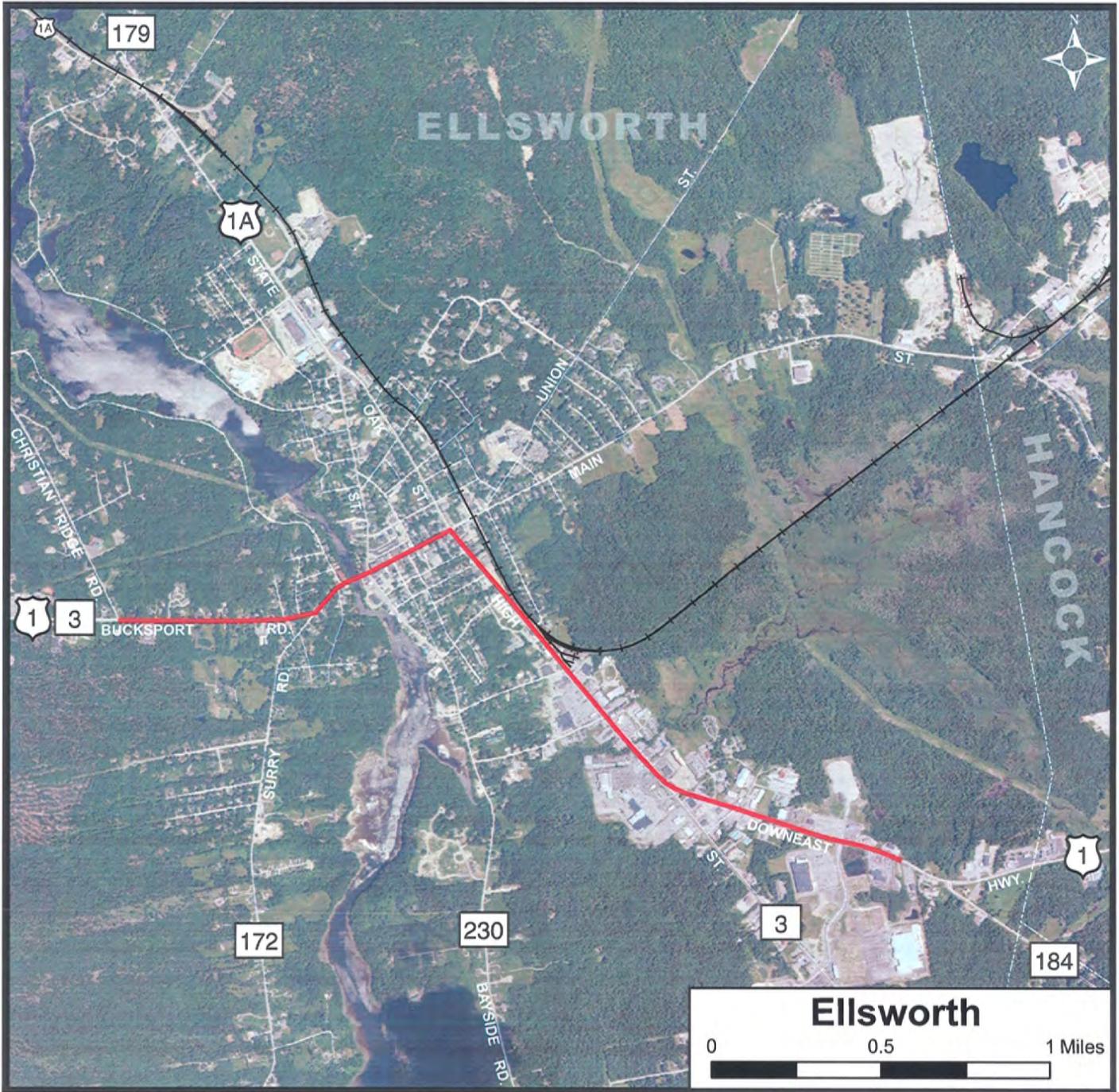
— Area of 35 mph (or less) speed limit



— Area of 35 mph (or less) speed limit



— Area of 35 mph (or less) speed limit

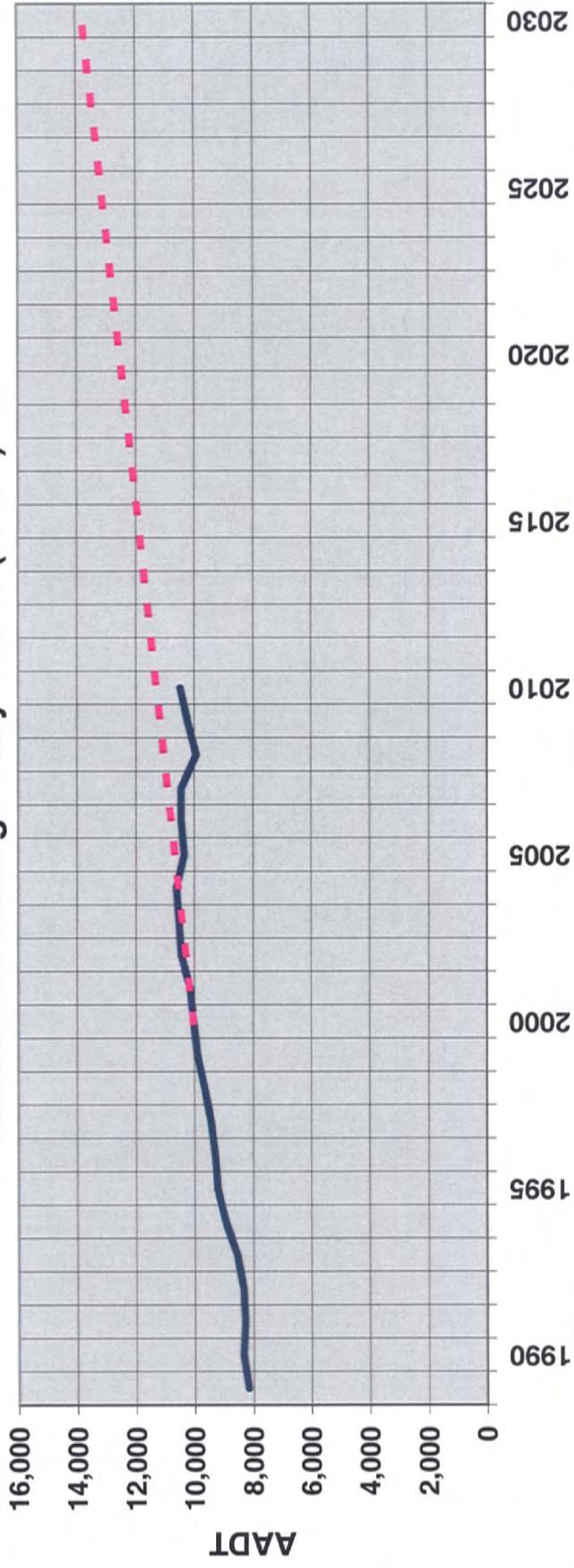


— Area of 35 mph (or less) speed limit

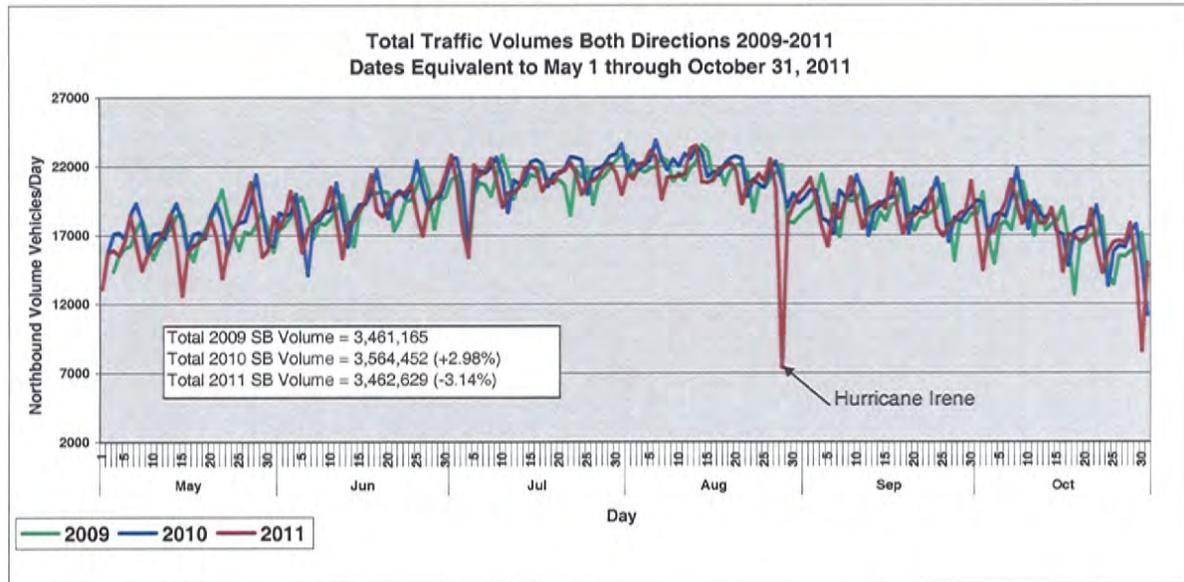
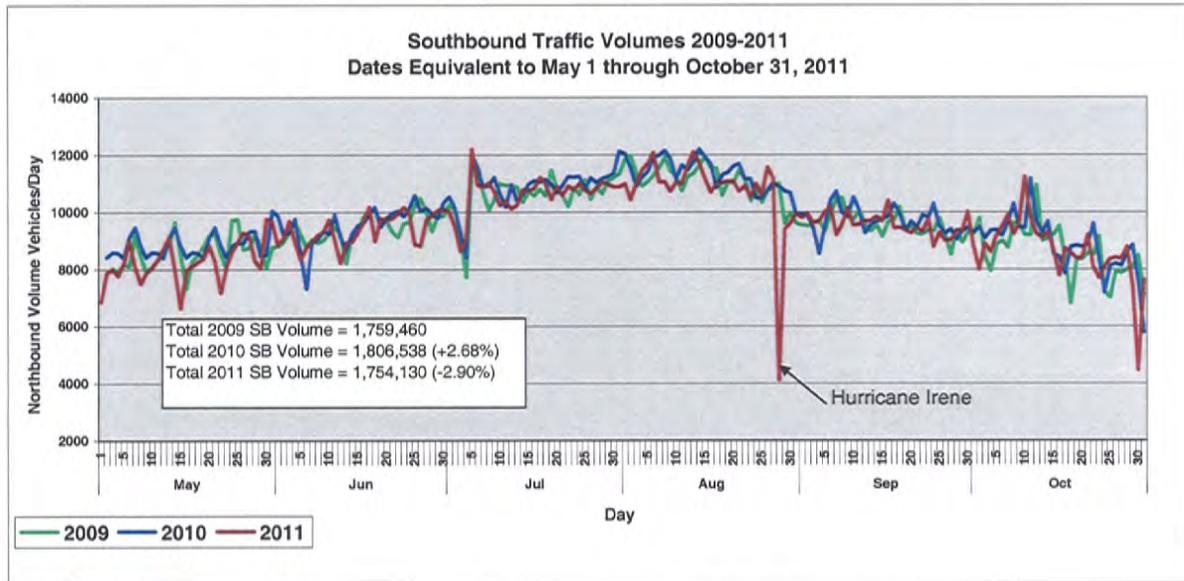
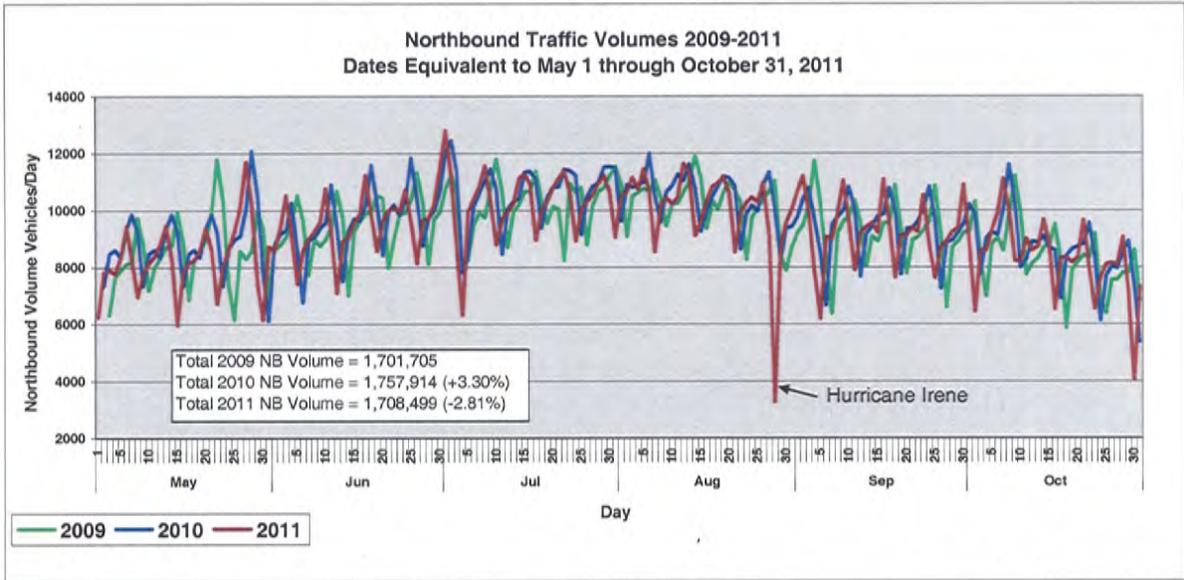
Appendix B
Traffic Volume Data for Wiscasset and Edgecomb

- B.1. Historic and Projected Daily Traffic Volumes
- B.2. Daily Summer Traffic Volumes, 2009-2011

US Route 1 Historic and Projected Annualized Average Daily Traffic (AADT)



— Historic - - Baseline



Appendix C
Traffic Delays Data

- C.1. Monthly “Calendar” Views of Major Delays, 2009 (May 1 – October 31)
- C.2. Monthly “Calendar” Views of Major Delays, 2010 (May 1 – October 31)
- C.3. Monthly “Calendar” Views of Major Delays, 2011 (May 1 – October 31)
- C.4. Total Daily Vehicle Hours of Delay, 2009-2011 (May 1 – October 31)
- C.5. Delays Comparison for Uniformed Officers Pilot Study (July 10 – August 21, 2011)
- C.6. Northbound and Southbound Volume Distribution with and without Officers, 2011

2009 Wiscasset Speed Data
 US Route 1 Northbound Traffic at Birch Point Road Wiscasset Overlaying US Route 1 Southbound Traffic at Route 27 Edgcomb (in Orange)
 Traffic Speeds at or Below 25 MPH for 30 Minutes or Longer

| May 2009 | | | | | | | |
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| August 2009 | | | | | | | |
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| Noon | | | | | | 10:40 AM | 11:10 AM |
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| 6:00 PM | | | | 4:50 PM | 6:00 PM | 6:20 PM | 5:30 PM |
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| Noon | 12:20 PM | | 12:20 PM | 12:40 PM | noon | 10:30 AM | 10:50 AM |
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| Midnight | | 6:20 PM | 5:00 PM | 6:00 PM | 5:40 PM | 4:00 PM | |
| 6:00 AM | | | | | | | |
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| Noon | 10:30 AM | | | | | | |
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| Noon | | 7:20 AM | | | | | |
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2010 Wiscasset Speed Data
 US Route 1 Northbound Traffic at Birch Point Road Wiscasset Overlaying US Route 1 Southbound Traffic at Route 27 Edgcomb (in Orange)
 Traffic Speeds at or Below 25 MPH for 30 Minutes or Longer

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2011 Wiscasset Speed Data
 US Route 1 Northbound Traffic at Birch Point Road Wiscasset Overlaying US Route 1 Southbound Traffic at Route 27 Edgcomb (in Orange)
 Traffic Speeds at or Below 25 MPH for 30 Minutes or Longer

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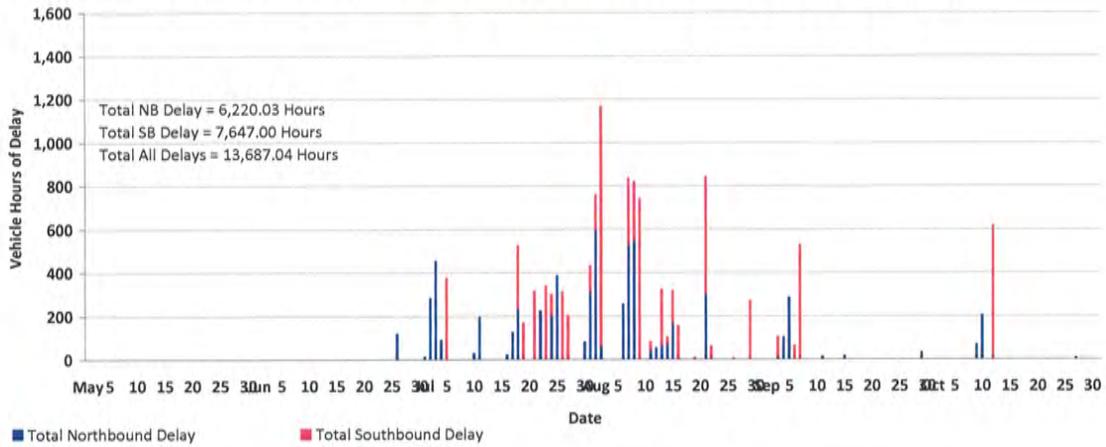
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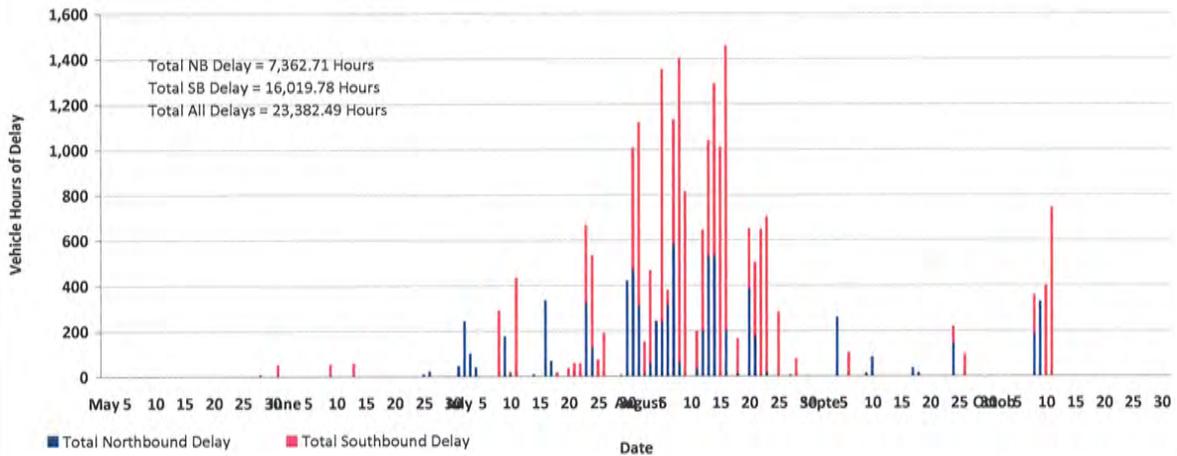
| July 2011 | | | | | | | |
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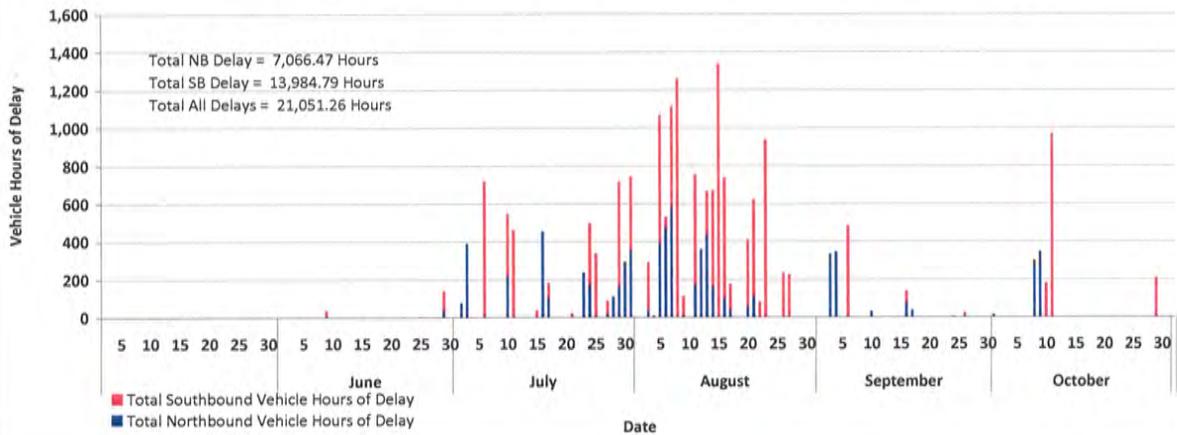
2009 Daily Vehicle Hours of Delay, 25 MPH or Less at Wiscasset Ford NB, Birch Point Road NB and/or Route 27 Edgecomb SB



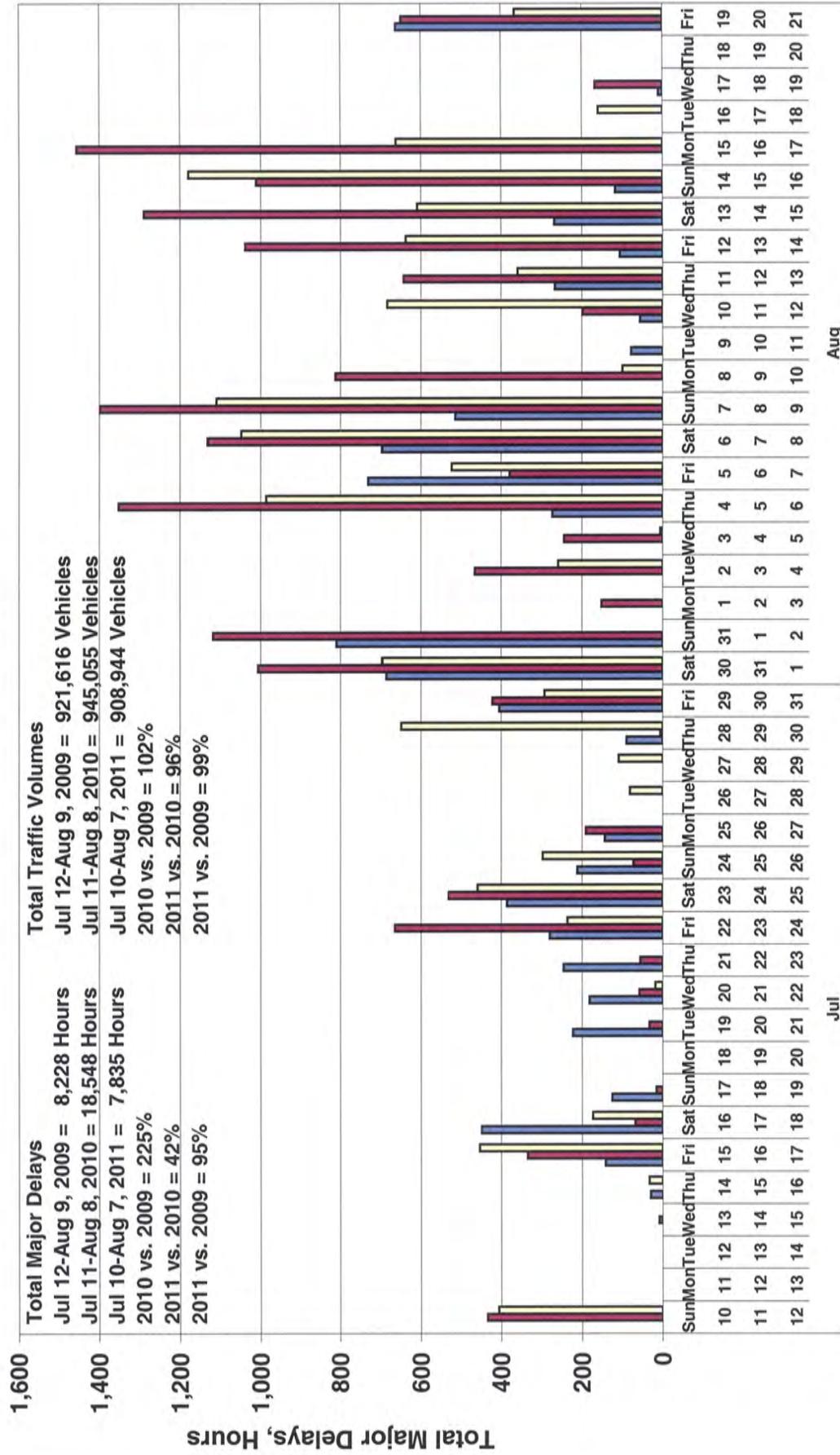
2010 Daily Vehicle Hours of Delay, 25 MPH or Less at Wiscasset Ford NB, Birch Point Road NB and/or Route 27 Edgecomb SB



2011 Daily Vehicle Hours of Delay, 25 MPH or Less at Wiscasset Ford NB, Birch Point Road NB and/or Route 27 Edgecomb SB



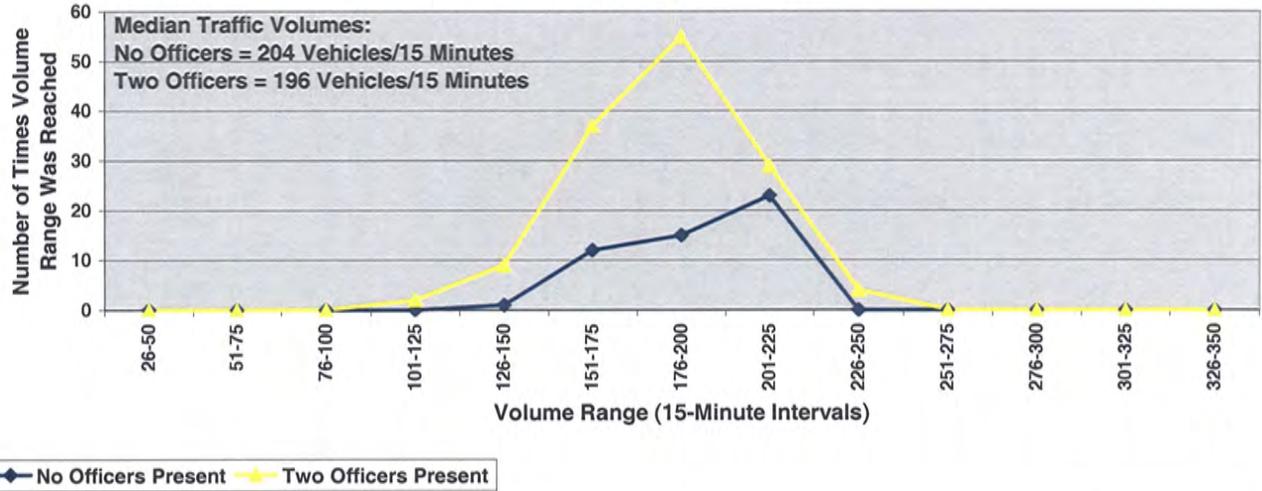
Major Delays Comparison for Uniformed Officers Pilot Study July 10 Through August 21, 2011 vs. Equivalent 2009 & 2010 Dates



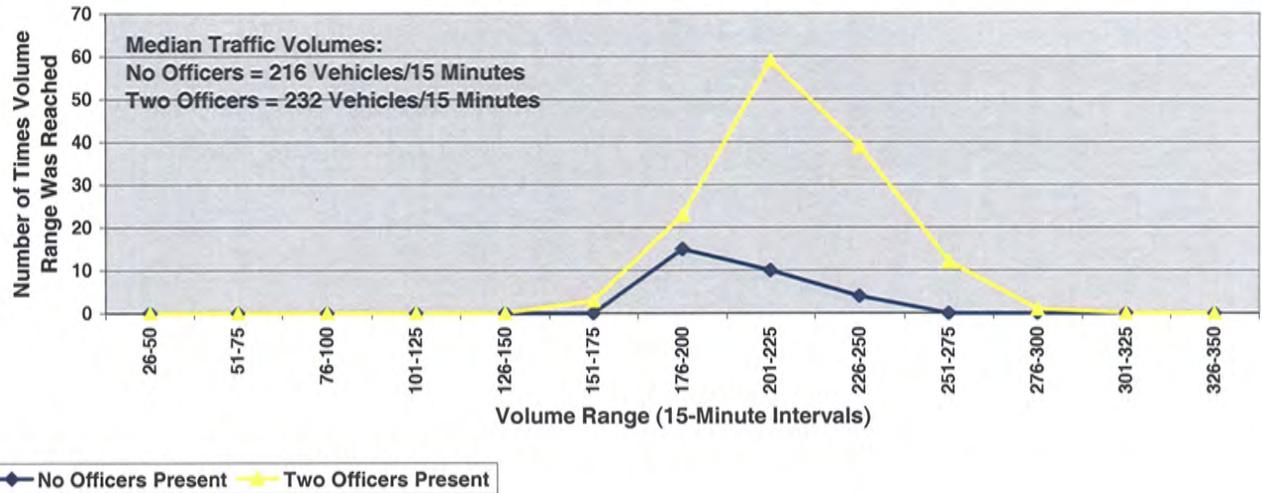
Legend: ■ 2009 ■ 2010 ■ 2011

Date

**Northbound Traffic Volume Distribution as Measured at Wiscasset Ford
Officers vs. No Officers
Speeds Under 25 MPH
July 10 Through August 21, 2011**



**Southbound Traffic Volume Distribution as Measured at Wiscasset Ford
Officers vs. No Officers
Speeds Under 25 MPH
July 10 Through August 21, 2011**



Appendix D
Traffic Safety Data

- D.1. Wiscasset and Edgecomb US Route 1 Crash Details by Milepoint, 2006-2010
- D.2. Map of Wiscasset and Edgecomb US Route 1 Crashes

**Wiscasset and Edgecomb Route 1 Crashes
2006 - 2010**

| Element Node Id | Location Description | CRF | Calc MP | Total Crashes | Total K Injuries | Total A Injuries | Total B Injuries | Total C Injuries |
|-----------------|---|------|---------|---------------|------------------|------------------|------------------|------------------|
| 210523 | Bath Rd from Woolwich T/L to Shady Lane | 0.29 | 90.11 | 1 | 0 | 0 | 0 | 0 |
| | | | 90.20 | 2 | 0 | 0 | 2 | |
| | | | 90.26 | 1 | 0 | 0 | 0 | |
| | | | 90.41 | 1 | 0 | 0 | 1 | |

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| 32412 | The intersection of Bath Rd and Shady Lane | 0.31 | 90.43 | 2 | 0 | 0 | 0 | 0 |
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| 210525 | Bath Rd from Shady Lane to Old Ferry Rd | 0.18 | 90.52 | 1 | 0 | 0 | 0 | 0 |
| | | | 90.61 | 1 | 0 | 0 | 0 | |

| | | | | | | | | |
|-------|--|------|-------|---|---|---|---|---|
| 32326 | The intersection of Bath Rd and Old Ferry Rd | 0.87 | 90.62 | 6 | 0 | 0 | 0 | 4 |
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| 210524 | Bath Rd from Old Ferry Rd to Oxhorn Rd | 0.63 | 90.82 | 1 | 0 | 0 | 0 | 0 |
| | | | 90.85 | 1 | 0 | 0 | 3 | |
| | | | 90.87 | 2 | 0 | 2 | 2 | |
| | | | 90.92 | 2 | 0 | 0 | 2 | |
| | | | 90.94 | 1 | 0 | 0 | 0 | |
| | | | 90.96 | 1 | 0 | 0 | 0 | |
| | | | 91.02 | 1 | 0 | 0 | 0 | |
| | | | 91.06 | 3 | 0 | 0 | 3 | |
| | | | 91.08 | 2 | 0 | 0 | 0 | |
| | | | 91.11 | 1 | 0 | 0 | 2 | |
| 91.12 | 1 | 0 | 0 | 2 | | | | |

| | | | | | | | | |
|-------|---|------|-------|---|---|---|---|---|
| 32386 | The intersection of Bath Rd and Oxhorn Rd | 0.15 | 91.16 | 1 | 0 | 0 | 0 | 0 |
|-------|---|------|-------|---|---|---|---|---|

| | | | | | | | | |
|--------|---------------------------------------|------|-------|---|---|---|---|---|
| 210527 | Bath Rd from Oxhorn Rd to Old Bath Rd | 0.49 | 91.20 | 2 | 0 | 0 | 0 | 1 |
| | | | 91.23 | 1 | 0 | 0 | 0 | |
| | | | 91.32 | 2 | 0 | 0 | 0 | |

| | | | | | | | | |
|-------|---|------|-------|---|---|---|---|---|
| 32327 | The intersection of Bath Rd and Old Bath Rd | 0.74 | 91.33 | 5 | 0 | 0 | 1 | 1 |
|-------|---|------|-------|---|---|---|---|---|

| | | | | | | | | |
|---------|---|------|-------|---|---|---|---|---|
| 2227410 | Bath Rd from Old Bath Rd to Beech Nut Hill Rd | 0.69 | 91.34 | 3 | 0 | 0 | 0 | 0 |
| | | | 91.43 | 2 | 0 | 0 | 1 | |

Wiscasset and Edgecomb Route 1 Crashes
2006 - 2010

| Element Node Id | Location Description | CRF | Calc MP | Total Crashes | Total K Injuries | Total A Injuries | Total B Injuries | Total C Injuries |
|-----------------|----------------------|-----|---------|---------------|------------------|------------------|------------------|------------------|
| | | | 91.47 | 1 | 0 | 0 | 0 | 0 |
| | | | 91.61 | 1 | 0 | 0 | 0 | 0 |
| | | | 91.63 | 2 | 0 | 0 | 1 | 0 |
| | | | 91.73 | 1 | 0 | 0 | 0 | 0 |
| | | | 91.83 | 3 | 0 | 0 | 0 | 0 |
| | | | 91.93 | 1 | 0 | 0 | 0 | 1 |
| | | | 91.97 | 3 | 0 | 0 | 0 | 2 |
| | | | 92.03 | 3 | 0 | 0 | 3 | 0 |
| | | | 92.07 | 3 | 0 | 0 | 0 | 1 |
| | | | 92.11 | 1 | 0 | 0 | 0 | 2 |
| | | | 92.13 | 2 | 0 | 0 | 0 | 2 |
| | | | 92.17 | 1 | 0 | 0 | 0 | 1 |
| | | | 92.18 | 1 | 0 | 0 | 0 | 0 |

| | | | | | | | | |
|-------|---|------|-------|---|---|---|---|---|
| 61661 | The intersection of Bath Rd and Beech Nut Hill Rd | 0.44 | 92.27 | 3 | 0 | 0 | 0 | 4 |
|-------|---|------|-------|---|---|---|---|---|

| | | | | | | | | |
|---------|---|------|-------|---|---|---|---|---|
| 2227409 | Bath Rd from Beech Nut Hill Rd to Ward Brook Rd | 0.61 | 92.28 | 1 | 0 | 1 | 0 | 1 |
| | | | 92.32 | 1 | 0 | 0 | 0 | 1 |
| | | | 92.34 | 1 | 0 | 0 | 0 | 1 |
| | | | 92.37 | 3 | 0 | 0 | 0 | 1 |

| | | | | | | | | |
|-------|---|------|-------|---|---|---|---|---|
| 32537 | The intersection of Bath Rd and Ward Brook Rd | 0.29 | 92.42 | 2 | 0 | 0 | 0 | 1 |
|-------|---|------|-------|---|---|---|---|---|

| | | | | | | | | |
|--------|--|------|-------|---|---|---|---|---|
| 210601 | Bath Rd from Ward Brook Rd to Page Ave | 0.47 | 92.44 | 1 | 0 | 0 | 0 | 0 |
| | | | 92.54 | 3 | 0 | 0 | 0 | 2 |
| | | | 92.56 | 1 | 0 | 0 | 2 | 0 |
| | | | 92.59 | 1 | 0 | 0 | 0 | 0 |

| | | | | | | | | |
|--------|---|------|-------|---|---|---|---|---|
| 210529 | Bath Rd from Page Ave to Birch Point Rd | 0.75 | 92.66 | 2 | 0 | 0 | 2 | 1 |
| | | | 92.70 | 1 | 0 | 1 | 0 | 0 |
| | | | 92.71 | 1 | 0 | 0 | 1 | 1 |
| | | | 92.74 | 2 | 0 | 0 | 0 | 2 |
| | | | 92.77 | 1 | 0 | 0 | 0 | 2 |
| | | | 92.79 | 2 | 0 | 0 | 0 | 0 |

**Wiscasset and Edgecomb Route 1 Crashes
2006 - 2010**

| Element Node Id | Location Description | CRF | Calc MP | Total Crashes | Total K Injuries | Total A Injuries | Total B Injuries | Total C Injuries |
|-----------------|--|------|---------|---------------|------------------|------------------|------------------|------------------|
| | | | 92.85 | 1 | 0 | 0 | 0 | 0 |
| | | | 92.87 | 1 | 0 | 0 | 0 | 0 |
| 32328 | The intersection of Bath Rd and Birch Point Rd | 0.54 | 92.89 | 4 | 0 | 0 | 1 | 2 |
| 210530 | Bath Rd from Birch Point Rd to Pottle Cove Rd | 0.28 | 92.99 | 2 | 0 | 0 | 0 | 0 |
| | | | 93.02 | 1 | 0 | 0 | 1 | 0 |
| | | | 93.06 | 1 | 0 | 0 | 0 | 2 |
| 210602 | Bath Rd from Pottle Cove Rd to Flood Ave | 1.31 | 93.14 | 2 | 0 | 0 | 0 | 0 |
| | | | 93.15 | 3 | 0 | 0 | 0 | 1 |
| 210603 | Bath Rd from Flood Ave to Old Bath Rd | 0.64 | 93.20 | 1 | 0 | 0 | 0 | 0 |
| | | | 93.21 | 1 | 0 | 0 | 0 | 0 |
| | | | 93.26 | 4 | 0 | 0 | 0 | 0 |
| | | | 93.31 | 3 | 0 | 0 | 0 | 1 |
| | | | 93.41 | 1 | 0 | 0 | 0 | 1 |
| | | | 93.43 | 1 | 0 | 0 | 0 | 0 |
| 32391 | The intersection of Bath Rd and Old Bath Rd | 0.40 | 93.45 | 3 | 0 | 0 | 0 | 1 |
| 210605 | Bath Rd from Old Bath Rd to Flood Ave | 1.30 | 93.46 | 1 | 0 | 0 | 0 | 0 |
| | | | 93.47 | 2 | 0 | 0 | 0 | 0 |
| | | | 93.48 | 1 | 0 | 0 | 0 | 0 |
| | | | 93.49 | 2 | 0 | 0 | 0 | 0 |
| 32392 | The intersection of Bath Rd and Flood Ave | 0.40 | 93.50 | 3 | 0 | 0 | 1 | 0 |
| 210531 | Bath Rd from Flood Ave to Lee St | 0.33 | 93.61 | 1 | 0 | 0 | 0 | 1 |
| | | | 93.65 | 2 | 0 | 0 | 1 | 0 |
| | | | 93.73 | 1 | 0 | 0 | 0 | 0 |
| | | | 93.74 | 1 | 0 | 0 | 0 | 0 |
| 32330 | The intersectio of Bath Rd and Lee St | 1.80 | 93.75 | 14 | 0 | 2 | 1 | 4 |

**Wiscasset and Edgecomb Route 1 Crashes
2006 - 2010**

| Element Node Id | Location Description | CRF | Calc MP | Total Crashes | Total K Injuries | Total A Injuries | Total B Injuries | Total C Injuries |
|-----------------|---|------|---------|---------------|------------------|------------------|------------------|------------------|
| 210533 | Bath Rd from Lee St to Churchill St | 1.13 | 93.76 | 2 | 0 | 0 | 0 | 2 |
| | | | 93.78 | 2 | 0 | 0 | 0 | |
| | | | 93.80 | 2 | 0 | 0 | 1 | 0 |
| 32331 | The intersection of Bath Rd and Churchill St | 0.80 | 93.81 | 6 | 0 | 0 | 0 | 3 |
| 210534 | Bath Rd from Churchill St to Gardiner Rd | 0.37 | 93.86 | 3 | 0 | 0 | 1 | 0 |
| 32332 | The intersection of Bath Rd and Cgardiner Rd | 2.10 | 93.92 | 19 | 0 | 0 | 2 | 4 |
| 210535 | Bath Rd from Gardiner Rd to High St | 0.23 | 93.95 | 1 | 0 | 0 | 0 | 0 |
| 32406 | The intersection of Bath Rd and High St | 0.14 | 93.97 | 1 | 0 | 0 | 0 | 0 |
| 32333 | The intersection of Bath Rd and Washington St | 0.14 | 93.99 | 1 | 0 | 0 | 0 | 1 |
| 210536 | Bath Rd from Washington St to Hodge St | 0.47 | 94.00 | 1 | 0 | 0 | 0 | 1 |
| | | | 94.03 | 1 | 0 | 0 | 0 | 1 |
| 32334 | The intersection of Bath Rd and Hodge St | 0.14 | 94.04 | 1 | 0 | 0 | 0 | 2 |
| 32337 | The intersection of Main St and Pleasant St | 0.15 | 94.16 | 1 | 0 | 0 | 0 | 1 |
| 32338 | The intersection of Main St, Rte 218 and Fort Hill St | 1.28 | 94.20 | 9 | 0 | 1 | 0 | 3 |
| 210542 | Main St from Rte 218 to Middle St | 0.84 | 94.21 | 1 | 0 | 0 | 0 | 1 |
| | | | 94.23 | 2 | 0 | 0 | 0 | 0 |
| 32339 | The intersection of Main St and Middle St | 0.29 | 94.24 | 2 | 0 | 0 | 0 | 0 |
| 210543 | Main St from Middle St to Water St | 1.40 | 94.25 | 2 | 0 | 0 | 0 | 2 |
| | | | 94.26 | 3 | 0 | 0 | 0 | 0 |

**Wiscasset and Edgecomb Route 1 Crashes
2006 - 2010**

| Element Node Id | Location Description | CRF | Calc MP | Total Crashes | Total K Injuries | Total A Injuries | Total B Injuries | Total C Injuries |
|-----------------|--|------|---------|---------------|------------------|------------------|------------------|------------------|
| 32340 | The intersection of Main St and Water St | 0.72 | 94.28 | 5 | 0 | 0 | 0 | 2 |
| 210545 | Main St from Water St to RR crossing | 0.96 | 94.29 | 2 | 0 | 1 | 0 | 1 |
| 32341 | At Rail Road crossing | 0.15 | 94.30 | 1 | 0 | 0 | 0 | 0 |
| 2843184 | Main St from RR crossing to Edgecomb T/L | 1.23 | 94.32 | 3 | 0 | 0 | 0 | 2 |
| | | | 94.34 | 1 | 0 | 0 | 0 | 0 |
| | | | 94.36 | 7 | 0 | 4 | 5 | 0 |
| | | | 94.39 | 1 | 0 | 0 | 0 | 0 |
| | | | 94.40 | 3 | 0 | 0 | 0 | 0 |
| | | | 94.41 | 5 | 0 | 1 | 1 | 2 |
| 2840481 | Rte 1 from Edgecomb T/L to Eddy Rd | 0.42 | 94.66 | 2 | 0 | 0 | 0 | 1 |
| | | | 94.71 | 2 | 0 | 0 | 0 | 0 |
| | | | 94.81 | 1 | 0 | 0 | 0 | 0 |
| | | | 94.87 | 1 | 0 | 0 | 0 | 0 |
| | | | 94.92 | 1 | 0 | 0 | 0 | 0 |
| 32343 | The intersection of Rte 1 and Eddy Rd | 1.67 | 94.93 | 11 | 0 | 0 | 2 | 5 |
| 210549 | Rte 1 from Eddy Rd to Englebrekt Rd | 0.77 | 94.94 | 2 | 0 | 0 | 1 | 4 |
| | | | 95.03 | 1 | 0 | 0 | 0 | 0 |
| | | | 95.09 | 1 | 0 | 0 | 2 | 0 |
| | | | 95.13 | 7 | 0 | 0 | 0 | 2 |
| | | | 95.19 | 1 | 0 | 0 | 0 | 0 |
| | | | 95.23 | 4 | 0 | 0 | 1 | 0 |
| | | | 95.28 | 1 | 0 | 0 | 0 | 0 |
| | | | 95.33 | 2 | 0 | 0 | 0 | 0 |
| | | | 95.41 | 1 | 0 | 0 | 0 | 1 |
| | | | 95.43 | 1 | 0 | 1 | 0 | 0 |
| | | | 95.48 | 1 | 0 | 0 | 0 | 0 |
| | | | 95.51 | 1 | 0 | 0 | 0 | 0 |
| | | | 95.61 | 1 | 0 | 0 | 0 | 1 |

Wiscasset and Edgecomb Route 1 Crashes
2006 - 2010

| Element Node Id | Location Description | CRF | Calc MP | Total Crashes | Total K Injuries | Total A Injuries | Total B Injuries | Total C Injuries |
|-----------------|---|------|---------|---------------|------------------|------------------|------------------|------------------|
| | | | 95.69 | 1 | 0 | 0 | 0 | 0 |
| 2050698 | Rte 1 from Englebrekt Rd to Rte 27 cut | 1.52 | 95.72 | 2 | 0 | 1 | 0 | 1 |
| | | | 95.73 | 2 | 0 | 0 | 0 | 0 |
| 59955 | The intersection of Rte 1 and Rte 27 cut | 0.51 | 95.74 | 3 | 0 | 0 | 0 | 0 |
| 2050697 | Rte 1 from Rte 27 cut to Rte 27 | 0.43 | 95.75 | 1 | 0 | 0 | 0 | 0 |
| 32344 | The intersection of Rte 1 and Rte 27 | 2.75 | 95.77 | 15 | 0 | 0 | 0 | 7 |
| 210550 | Rte 1 from Rte 27 to Cochran Rd | 0.35 | 95.83 | 1 | 0 | 0 | 0 | 0 |
| | | | 95.87 | 1 | 0 | 0 | 0 | 0 |
| | | | 95.92 | 1 | 0 | 0 | 0 | 0 |
| 32345 | The intersection of Rte 1 and Cochran Rd | 0.94 | 95.98 | 5 | 0 | 0 | 0 | 2 |
| 210552 | Rte 1 from Cochran Rd to Atlantic Highway | 0.62 | 95.99 | 1 | 0 | 0 | 0 | 0 |
| | | | 96.01 | 1 | 0 | 1 | 1 | 0 |
| | | | 96.05 | 1 | 0 | 0 | 0 | 0 |
| | | | 96.08 | 2 | 0 | 0 | 0 | 0 |
| | | | 96.18 | 1 | 0 | 0 | 0 | 0 |
| 32394 | The intersection of Rte 1 and Atlantic Highway | 0.38 | 96.20 | 2 | 0 | 0 | 0 | 2 |
| 210607 | Rte 1 from east int Atlantic Highway to west int Atlantic Highway | 0.43 | 96.30 | 4 | 0 | 0 | 0 | 1 |
| | | | 96.36 | 1 | 0 | 0 | 0 | 0 |
| | | | 96.60 | 2 | 0 | 0 | 4 | 0 |
| | | | 96.68 | 1 | 0 | 0 | 0 | 0 |
| 32395 | The intersection of Rte 1 and west int of Atlantic Highway | 0.19 | 96.70 | 1 | 0 | 0 | 0 | 0 |
| 210553 | Rte 1 from west int Atlantic Highway to Dodge Rd | 0.17 | 96.87 | 1 | 0 | 0 | 0 | 0 |
| | | | 96.89 | 1 | 0 | 0 | 0 | 0 |

Wiscasset and Edgecomb Route 1 Crashes
2006 - 2010

| Element Node Id | Location Description | CRF | Calc MP | Total Crashes | Total K Injuries | Total A Injuries | Total B Injuries | Total C Injuries |
|-----------------|--|------|---------|---------------|------------------|------------------|------------------|------------------|
| 32346 | The intersection of Rte 1 and Dodge Rd | 0.37 | 96.97 | 2 | 0 | 0 | 3 | 1 |

| Town | Node | Element | Begin Node | End Node | Location Description | TOTAL CRASH | CRF | STATE RANK | CNTY RANK |
|-----------|-------|---------|------------|----------|--|-------------|------|------------|-----------|
| Edgecomb | 32344 | | | | The intersection of Rte 1 and Rte 27 | 10 | 2.68 | 98 | 2 |
| Wiscasset | 32332 | | | | The intersection of Rte 1 and Rte 27 | 13 | 2.11 | 119 | 3 |
| Wiscasset | | 2843184 | 32341 | 32342 | Main St from RR crossing to Edgecomb T/L | 13 | 1.19 | 53 | 2 |

Appendix E
Overview of the National Historic Preservation Act, Wiscasset Historic District and
Properties

Wiscasset Historic District and Section 106 of the National Historic Preservation Act.
DRAFT 10.28.11

Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, requires that federal actions be reviewed for their impact to potentially significant historic resources; the term “historic” includes architectural and archeological resources. A significant historic resource is one that is either listed or determined eligible for listing on the National Register of Historic Places (NRHP).

Any undertaking (project) which has a federal action (permit/funding) requires federal agencies to take into account the effects of the undertaking on historic properties. Any project that is identified through this workshop will be federally funded and require effects to historic properties be assessed.

Projects can have three effect determinations:

- No historic properties affected.
- No adverse effect.
- Adverse effect.

Section 106 procedures must be followed for identifying historic properties, consulting parties review, determinations of effect and concurrence. A project that has an adverse effect can proceed if it has been through the Section 106 process and the effects are determined to be unavoidable and have been assessed for possible minimized effects. Mitigation is required for all adverse effects.

The downtown Wiscasset area contains several properties that are either listed or eligible for the NRHP and one National Historic Landmark.

Wiscasset Historic District (NRHP-Listed; Includes a National Historic Landmark)

Wiscasset was first settled in the mid- to late-seventeenth century and was an active sea port and river port during the eighteenth and nineteenth centuries. The shipping industry in Wiscasset flourished in the era after the American Revolution and Wiscasset’s prominence as a major port continued until the early 1800s. Many of the structures associated with Wiscasset’s early history remain intact. In 1973, Wiscasset Village and the surrounding waterfront were listed on the NRHP as the Wiscasset Historic District (exhibit 5.3). Nearly 220 structures have been identified as contributing properties in the Wiscasset Historic District (DiPerri, 2000). The Wiscasset Historic District includes five individually listed properties, one of which is a National Historic Landmark:

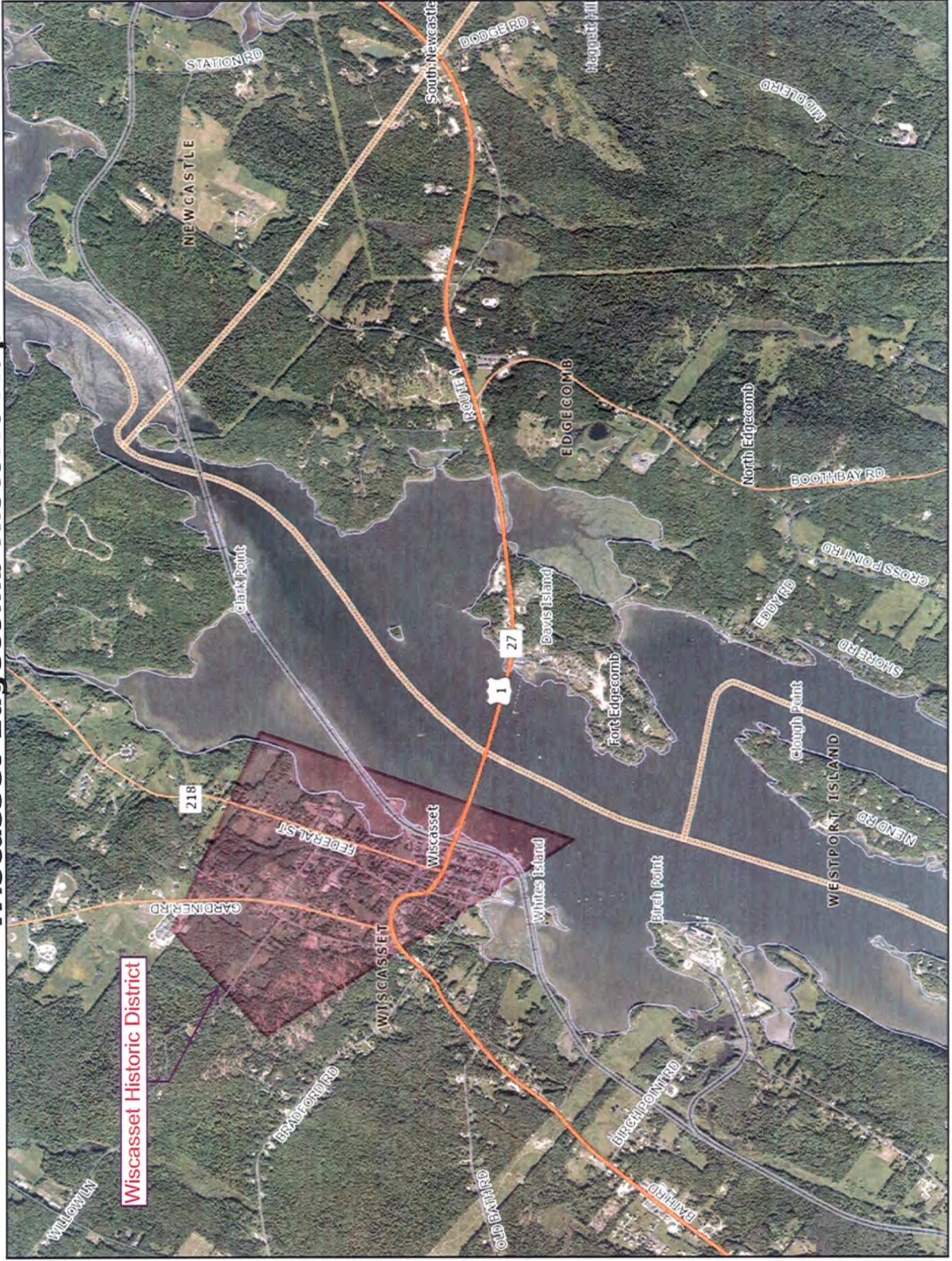
The Nickels–Sortwell House on Main Street (a National Historic Landmark): A three-story, elaborately ornate mansion designed in the Adamesque Federal style; built between 1807 and 1812 (Beard and Smith, 1982).

Wiscasset Historic District and Section 106 of the National Historic Preservation Act.

DRAFT 10.28.11

- The Wiscasset Jail and Museum on Route 218: This complex consists of two separate but attached structures. The jail is a three-story, granite, rectangular building that was built in 1809. It consists of two floors of cells and walls that are up to 40 inches thick. The third floor functioned as a dormitory for debtors, women, and people with mental illness. The abutting Jailer's House was erected in 1837, out of bricks, and replaced an earlier house that had burned (Beard and Smith, 1982).
- The U.S. Customs House and Post Office—Old Courthouse on Water Street: A two-story, Italianate brick and granite building that dates from 1870. It originally served as a customs house and post office but has been used as a residence and gift shop since the 1960s (Beard and Smith, 1982).
- The Red Brick School on Warren Street: A two-story building that was constructed of handmade "mud bricks" in 1807 by the citizens of Wiscasset. A French cupola adorns its roof (Beard and Smith, 1982).
- The Captain George Scott House on Route 218: A two-and-a-half story brick residence built in the Italianate style. The octagonal building with sandstone and granite lintels and sills was built in 1855 for the famous shipmaster, George Scott, and his wife (Beard and Smith, 1982).

Wiscasset-Edgecomb Historic Map



Wiscasset Historic District

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Map Scale 1:26201

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Wiscasset-Edgecomb Historic Map 2



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Map Scale 1:3275