

**US Route 1 Wiscasset-Edgecomb Non-Bypass Strategies**  
**Preliminary Evaluation of Previously-Defined Potential Non-Bypass Strategies**  
**Consolidated List**  
**7-Dec-12**

Strategy No.	Strategy Description	Timeline	Potential Historic Impact <sup>1,2</sup>	Capital Cost	Benefit-to-Cost	Sustainability	Acceptability	Traffic Mobility Impacts	Traffic Safety Impacts	Previous Implementation	Comments
1A	Pedestrian Underpass with Centerline Pedestrian Barrier	Medium	Likely not Adverse	High	Medium	High	Low Local	Medium	High	Preliminary Tunnel Design Evaluated	Consider, but may not be practicable
2	Traffic Signals with One-Way Streets at Water & Middle and Left Turn Pockets	Medium	Possibly Adverse, Need Details	Medium	Medium	Medium	Medium	Medium	Medium	Tested at Water & Middle Streets in July 2001	Combine with #34 (One-Way Streets)
2A	Reduce Parking on Sidestreets with Traffic Signals	Medium	Possibly Adverse, Need Details	Medium	Medium	Medium	Medium	Medium	Medium		New - Consider
4	Relocate Post Office/Businesses	Long	Possibly Adverse, Need Details	High	Low	Low	Medium Local	Medium	Low	US General Services Administration Contacted	Consider - Local Issue
6	Parallel Parking & Center Island with Pedestrian Barriers	Short	Likely not Adverse, Need Details	Low	High	High	Medium Local	Medium	Medium	Center Island tested 2000-2001, perpendicular parking converted to angle parking in 2000	Would lose 6 parking spaces per side; Consider parallel parking with & without barriers
7	Off-Street Parking	Short	Need Location(s)	Medium	Medium	Medium	Medium	Medium	Medium		Consider
8	Modify Parking Ordinance	Medium	No Effect	Low	Low	High	Medium Local	Medium	Low		Consider
9	ITS/Traveler Information Systems	Long	No Adverse Effect	Low	High	High	High	Medium	Low	Implemented in 2009, Ongoing	Combine with #10, 11 and 31, Rename ITS/Traveler Information Systems
13	Install Alternate Route Signs on I-95 & I-295	Short	No Effect	Low	High	High	Low Regional	Low	Low	Fixed-message "timesaver route" signs tried in 1980s	Consider
15	Develop/Improve Public Transportation	Long	Need More Detail	High	Low	Low	High	Medium	Low	Intercity bus increased 1990s, excursion train started 2000s	Consider
16	Improve High Crash Locations	Medium	Need More Detail	High	Medium	High	High	Low	High	Rte. 27 Plans (Both Towns) Developed - Need to Revisit	Combine with #14, 32, 37 & 38
17	Reconfigure Local Road Travel Directions	Short	No Adverse Effect	Low	Medium	High	Medium	Medium	Medium		Combine with #18 and 34 and rename Reconfigure Local Road Traffic Directions
19	Reroute Trucks in Summer	Long	No Adverse Effect	Medium?	Medium	Medium	Medium Regional	High	High		Consider
21	Create Alternate Route (Mountain Road...)	Long	Need More Detail	High	Medium	High	Medium	Medium	Medium		Consider
22	Provide Park and Ride Lots and Services	Medium	Need More Detail	Low	Medium	High	High	Low	Low	Edgecomb P&R lot, GoMaine rideshare matching in place	Consider
23	Implement Gateway-1 Recommendations	Long	Need More Detail	Medium	Medium	High	Low Local	Low	Low		Consider
24	Incorporate Access Management	Medium	Need More Detail	Low	High	High	Medium Local	Medium	Medium	MaineDOT access mgmt. policy applies to rural Route 1	Consider
25	Buy/Relocate Red's Eats	Long	Need More Detail	High	Low	High	Medium	Medium	Medium		Consider - Local Issue
27	Develop Railroad Avenue Plan	Medium	Need More Detail	Medium	Medium	High	High	Low	Low	Wiscasset Applied for TIGER III Funding	Local issue
28	Utilize Traffic Control Officers	Short	No Effect	Low	Medium	Low	Medium Regional	Low	Medium	Tested in 2011 - Little Effect	Consider
29	Reroute Local Traffic off Route 1	Medium	Need More Detail	Medium	Medium	High	Medium Local	Medium	Medium		Consider
30	Install "Metering" Traffic Signals along Route 1	Long	No Adverse Effect	Medium	Low	High	Low Regional	Low	Medium		Consider
35	Install Centerline Pedestrian Barrier in Summer	Short	Adverse Effect	Low	High	Medium	Low Local	Medium	Medium		Consider

- Notes:**
- 1.) Any strategy that moves forward would need a formal determination of effect by MaineDOT with consultation with the Maine State Historic Preservation Officer
  - 2.) Any strategy that has an effect would need to be assessed for possible minimization measures and mitigation
  - 3.) Yellow Highlights indicate highest performance expectations, lowest costs and/or least impacts
  - 4.) Orange Highlights indicate moderate performance expectations, moderate costs and/or moderate impacts
  - 5.) No highlight color indicates low performance expectations, high costs and/or high impacts
  - 6.) Red Highlight indicates not supported by MaineDOT