

US Route 1 Wiscasset-Edgecomb Non-Bypass Strategies
Preliminary Evaluation of Previously-Defined Potential Non-Bypass Strategies
Long Term (Beyond 2015)
7-Dec-11

Strategy No.	Strategy Description	Potential Historic Impact ^{1,2}	Capital Cost	Benefit-to-Cost	Sustainability	Acceptability	Traffic Mobility Impacts	Traffic Safety Impacts	Previous Implementation	Comments
4	Relocate Post Office/Businesses	Possibly Adverse, Need Details	High	Low	Low	Medium Local	Medium	Low	US General Services Administration Contacted	Consider - Local Issue
9	ITS/Traveler Information Systems	No Adverse Effect	Low	High	High	High	Medium	Low	Implemented in 2009, Ongoing	Consider
15	Develop/Improve Public Transportation	Need More Detail	High	Low	Low	High	Medium	Low	Intercity bus increased 1990s, excursion train started 2000s	Consider
19	Reroute Trucks in Summer	No Adverse Effect	Medium?	Medium	Medium	Medium Regional	High	High		Consider
21	Create Alternate Route (Mountain Road...)	Need More Detail	High	Medium	High	Medium	Medium	Medium		Consider
23	Implement Gateway-1 Recommendations	Need More Detail	Medium	Medium	High	Low Local	Low	Low		Consider
25	Buy/Relocate Red's Eats	Need More Detail	High	Low	High	Medium	Medium	Medium		Consider - Local Issue
30	Install "Metering" Traffic Signals along Route 1	No Adverse Effect	Medium	Low	Low	Low Regional	Low	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