

**US Route 1 Wiscasset-Edgecomb Non-Bypass Strategies**  
**Preliminary Evaluation of Previously-Defined Potential Non-Bypass Strategies**  
**Medium Term (2014-2015 Biennium)**  
**7-Dec-11**

Strategy No.	Strategy Description	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	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	Possibly Adverse, Need Details	Medium	Medium	Medium	Medium	Medium	Medium	Tested at Water & Middle Streets in July 2001	Consider
2A	Reduce Parking on Sidestreets with Traffic Signals	Possibly Adverse, Need Details	Medium	Medium	Medium	Medium	Medium	Medium		Consider
8	Modify Parking Ordinance	No Effect	Low	Low	High	Medium Local	Medium	Low		Consider
16	Improve High Crash Locations	Need More Detail	High	Medium	High	High	Low	High	Rte. 27 Plans (Both Towns) Developed - Need to Revisit	Consider
22	Provide Park and Ride Lots and Services	Need More Detail	Low	Medium	High	High	Low	Low	Edgecomb P&R lot, GoMaine rideshare matching in place	Consider
24	Incorporate Access Management	Need More Detail	Low	High	High	Medium Local	Medium	Medium	MaineDOT access mgmt. policy applies to rural Route 1	Consider
27	Develop Railroad Avenue Plan	Need More Detail	Medium	Medium	High	High	Low	Low	Wiscasset Applied for TIGER III Funding	Local issue
29	Reroute Local Traffic off Route 1	Need More Detail	Medium	Medium	High	Medium 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