

US Route 1 Wiscasset-Edgecomb Non-Bypass Strategies
Preliminary Evaluation of Previously-Defined Potential Non-Bypass Strategies
Short Term (Summer 2012)
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
6	Parallel Parking & Center Island with Pedestrian Barriers	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	Consider - Would lose 6 parking spaces per side
7	Off-Street Parking	Need Location(s)	Medium	Medium	Medium	Medium	Medium	Medium		Consider
13	Install Alternate Route Signs on I-95 & I-295	No Effect	Low	High	High	Low Regional	Low	Low	Fixed-message "timesaver route" signs tried in 1980s	Consider
17	Reconfigure Local Road Travel Directions	No Adverse Effect	Low	Medium	High	Medium	Medium	Medium		Consider
28	Utilize Traffic Control Officers	No Effect	Low	Medium	Low	Medium Regional	Low	Medium	Tested in 2011 - Little Effect	Consider
35	Install Centerline Pedestrian Barrier in Summer	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