

Wiscasset Route 1 Corridor Study

History

- 1958: Wiscasset Master Plan identified Route 1 congestion and need for a bypass
- 1972: MaineDOT preliminary engineering and environmental report on bypass options
- 1979: MaineDOT re-examining northerly routes; halted for Route 1 bridge replacement
- 1984: Davey Bridge completed
- 1991: MaineDOT planned study suspended upon enactment of STPA
- 1993: MaineDOT report noted low-cost measures (Bath to Belfast) would have low impact
- 1997: MaineDOT report per STPA, building on the 1993 report; bypass in recommendations
- 1998: MaineDOT began an Environmental Assessment for bypass alternatives
- 2002: FHWA determined an Environmental Impact Statement was required
- Oct. 2007: Draft Environmental Impact Statement released for comments
- Dec. 2007: End DEIS comment period
- Jan. – Dec. 2008: Discuss significant comments with the Midcoast Bypass Task Force
- Dec. 2008: Phase II Alternatives Analysis submitted to US Army Corps of Engineers (ACOE)
- Mar. 2009: ACOE letter of request for further information on Phase II submittal
- Jun 2009: Responses to DEIS Substantive Comments submitted by Gannett-Fleming
- Sep. 2009: MaineDOT Supplement to Phase II Alternatives submitted to ACOE
- May 2010: Least Environmentally Damaging Practicable Alternative (LEDPA) issued for N8c
- Jun. 2010: Eagle nest discovered along the N8c alignment on Davis Island
- Jun. – Nov. 2010: MaineDOT fact-finding and discussions with regulatory agencies
- Oct. 2010: MaineDOT considers deviations of N8c to avoid the eagle nest; none look suitable
- Nov. 2010: Agencies advise DEIS alternatives be reconsidered (including N2a, N2f, and N2h)

Expenditures to date in developing environmental documents

- \$2,535,000 programmed (PIN 7991.00, beginning with \$500,000 in 1998-99 BTIP)
- \$24,406 remaining

New Work Required - Reassess alternatives N2h and N2f-2 in view of new N8c constraints

- Revise alignments: N8c Variances completed; Revise N2h alignment to behind the historic railroad bridge at Clark Point, Revise other DEIS alternatives based on new information
- Impacts Analysis of N8c variances and potentially revised DEIS alternatives
- ACOE Meetings, Revised Phase II Submittal, LEDPA Reassessment & Determination
- Complete FEIS
- Public Involvement throughout (6 months estimated)

Projected Costs and Timelines for new work

- Estimated Costs: Gannett-Fleming = \$45,000; Carol Morris = \$4,000; MaineDOT = \$15,000; Total estimated cost = \$64,000
- Timeline: 6 months from authorization to proceed

Projected Bypass Cost = \$85 - \$100 Million (includes engineering, right-of-way and construction)

Economic Impacts to Highway Users (if Study is Dropped and Bypass not pursued)

- MaineDOT repays FHWA for its investment to date (\$2.535M)
- Current congestion (speeds under 25 mph)
 - Rte. 1 NB at Birch Point Road: 110 Hrs/Summer (2009 and 2010 data)
 - Route 1 SB at Route 27 Edgecomb: 90 Hrs/Summer (2009 only – data gaps in 2010)
- Future economic impacts
 - Passenger Vehicles: \$7,000,000 annually at projected 2030 traffic volumes
 - Commerce (Truck Traffic): \$5,000,000 annually at projected 2030 traffic volumes
 - Safety Impact = \$600,000/Year
 - Total Impact from congestion in 2030 = \$12.6 Million/Year