



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

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Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

May 11, 2011

Ms. Laurie Smith, Town Manager
Wiscasset Town Office
51 Bath Road
Wiscasset, Maine 04578

Re: Proposal to Hire a Uniformed Police Officer to Improve Route 1 Traffic Flows

Dear Ms. Smith:

Per your request this proposal is presented to you for distribution to the Wiscasset Board of Selectmen for their consideration at the May 17 Selectmen's meeting. Specifically, we propose to share with the Town of Wiscasset the cost to retain uniformed traffic officers to reduce traffic delays through downtown Wiscasset by better managing pedestrian crossings, particularly from July through September. This offer is for the summer of 2010 only. We recommend having two officers present in order to adequately handle all of the intersections and crosswalks located between Route 27 and Water Street.

Attached you will find two calendar-like summaries indicating for 2009 and 2010 when the US Route 1 traffic speeds dropped to 25 mph or less at Birch Point Road northbound in Wiscasset and/or at Route 27 southbound in Edgecomb. Also attached is a summary of our proposed schedule for the uniformed traffic control officer(s). Per our discussion, we have assumed we can use reserve officers at the rate of \$14.34 per hour. Based on the 500 hours of service we have estimated for one officer, the total cost would be \$7,170. We have received a generous offer of \$2,000 to be used for this purpose from Mr. E. Davies Allan. This amount would be credited to the Town's 50% share, so \$1,585 would be paid by the Town of Wiscasset with the remaining \$3,585 covered by MaineDOT. However, we recommend utilizing two uniformed officers to better manage traffic and pedestrians, thus doubling the total cost to \$14,340. After deducting the \$2,000 donation by Mr. Allan, the Town would pay \$5,170 and MaineDOT would contribute \$7,170.

We further propose to conduct two traffic counts at Davey Bridge this summer. Both counts would be conducted over a 12-hour period on a busy Friday afternoon between mid-July and mid-August. One count would be conducted without the presence of the uniformed traffic control officer(s) and the other traffic count would be done when the officer(s) is/are present. By conducting the counts (in both directions) in this manner, we will be able to



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demonstrate whether or not a traffic control officer(s) can effectively reduce traffic delays by increasing the "throughput" or "capacity" of US Route 1.

Also, for your and the Board's further consideration I attach similar proposals sent by Mr. William Curtis and Mr. Morrison Bonpasse. Mr. Curtis offers a more intensive traffic control officer plan by utilizing additional officers at multiple locations. He estimates the cost would be about \$52,000 for the first year and about \$32,000 annually thereafter. Mr. Bonpasse's proposal is for fewer hours than MaineDOT is proposing. There are no doubt many other variations that could be considered, but suffice it to say if the Town of Wiscasset and/or other contributors were to pledge additional monies, MaineDOT would consider increasing its match proportionally as well. Our goal is to provide a meaningful attempt to improve traffic flows through effective traffic management techniques such as is presented herein.

I look forward to discussing this offer with you and the Board of Selectmen. Please contact me if you have any questions or would like additional information prior to the meeting.

Very truly yours,



Gerry Audibert, P.E.
Study Manager

Attachments

- 2009 Wiscasset Speed Data
- 2010 Wiscasset Speed Data
- Birch Point Road NB 2010 Radar Speed (May through October)
- Birch Point Road NB 2010 Radar Speed (August)
- Traffic Volume Projections versus Actual Traffic Counts
- Wiscasset Count Station 2009 and 2010 (Traffic Volumes Comparison)
- Wiscasset Count Station 2010 (Weekday and Weekend Volume Comparison)
- Proposed 2011 Summer Schedule for Uniformed Traffic Control Officer
- William J. Curtis Proposal
- Morrison Bonpasse Proposal