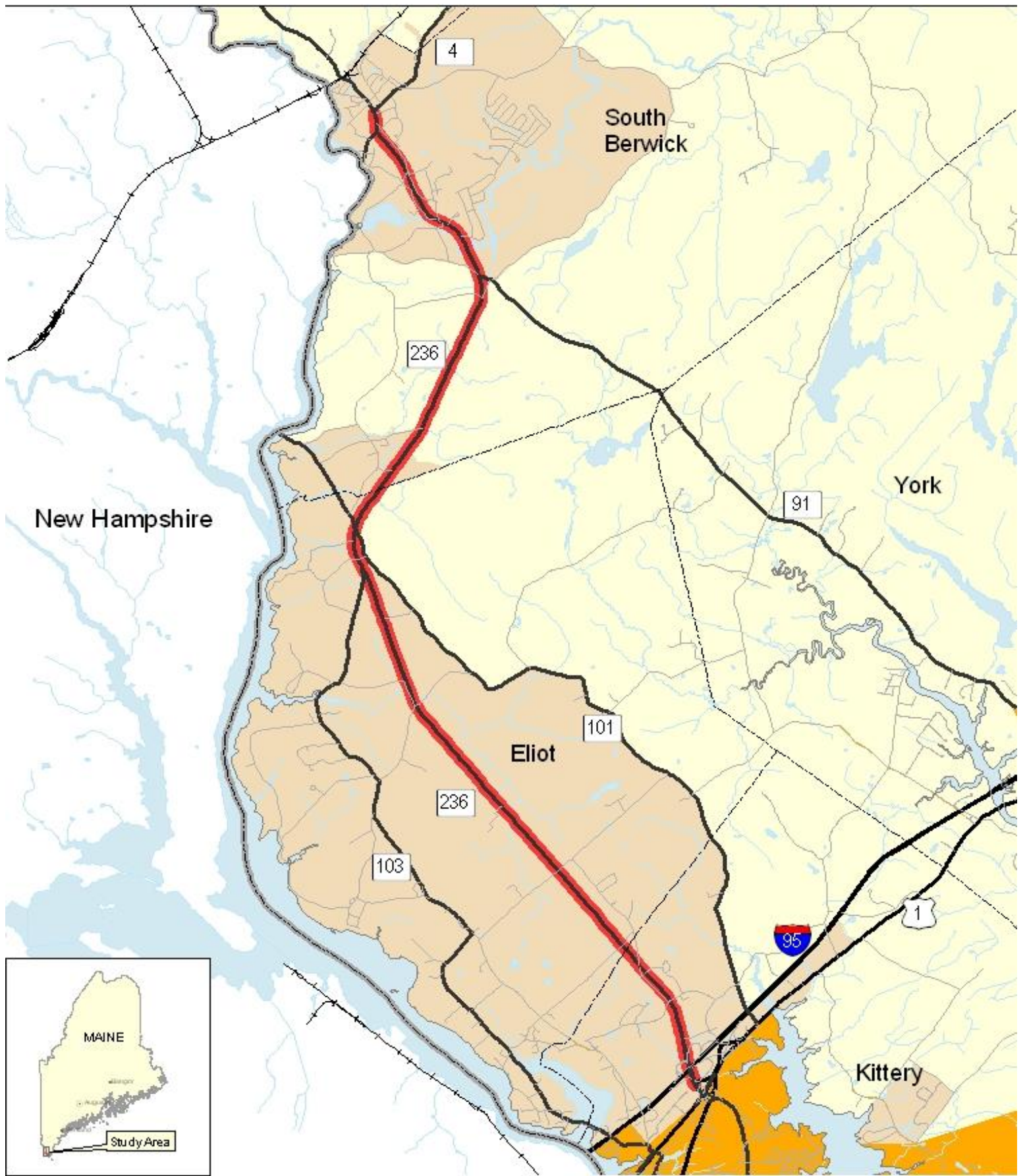


Route 236 Corridor Study

Kittery-Eliot-S.Berwick

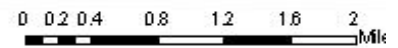
January 9, 2007

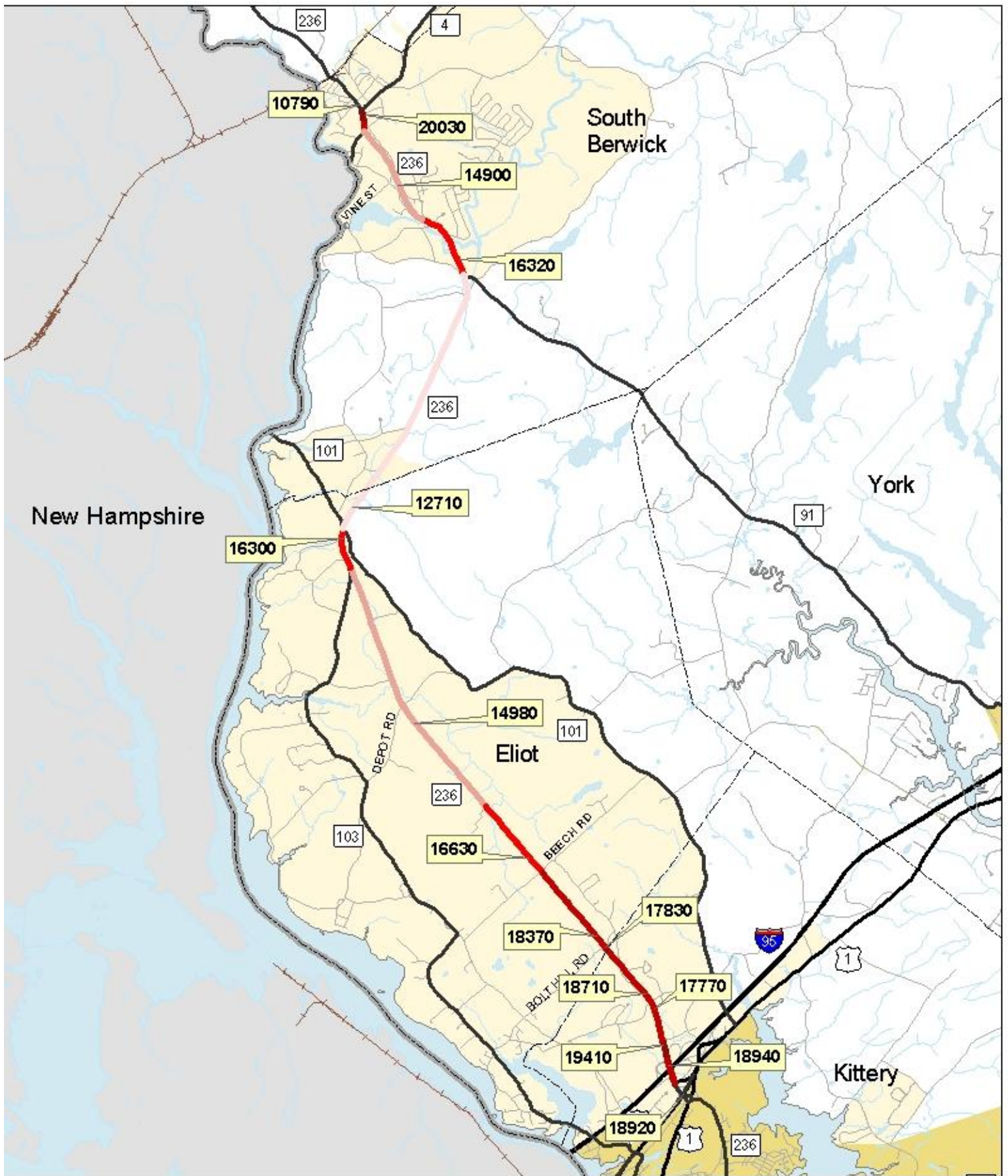


Route 236 Corridor Study Study Area

Legend

- Study Area
- Federal Urban
- State Urban





Route 236 Corridor Study
2006 Annual Average
Daily Traffic Volumes

Daily Traffic
 XX,XXX Annual Average

2006 AADT

- < 13,000
- 13,001 - 15,000
- 15,001 - 17,000
- 17,001 - 19,000
- > 19,000

0 0.2 0.4 0.8 1.2 1.6 2 Miles



State of Maine
 Department of Transportation
 Bureau of Planning

Level of Service

Level of Service – “ Is a qualitative measure describing operational conditions within a traffic stream taking into account a number of variables i.e. speed and travel time, vehicles maneuverability, traffic interruptions, comfort and convenience.”

Factors Affecting Roadway LOS

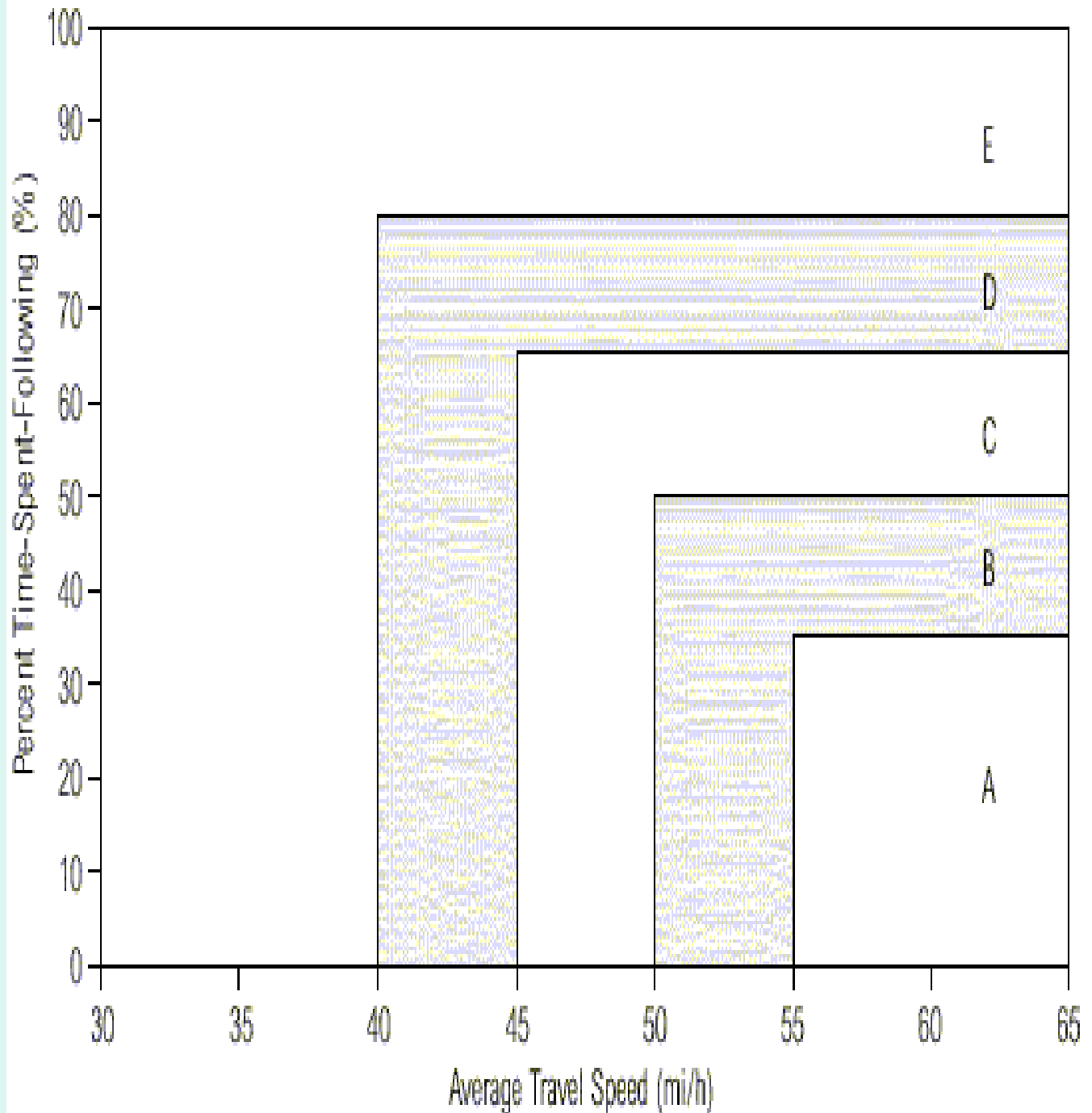
- Volume/Composition of Traffic
- Signals
- Access Points
- Passing Zones

Roadway Segments

1. Exit 2 to Dana Rd – URBAN
2. Dana to Beech Rd – RURAL
3. Beech to Depot Rd – RURAL
4. Depot to Route 101 – RURAL
5. Rte 101 to Rte 91 – RURAL
6. Rte 91 to Rte 4 – RURAL
7. Rte 4 to Portland St - URBAN

LOS Class I Two-Lane Highway

EXHIBIT 20-3. LOS CRITERIA (GRAPHICAL) FOR TWO-LANE HIGHWAYS IN CLASS I



Urban Street Class

EXHIBIT 10-3. URBAN STREET CLASS BASED ON FUNCTIONAL AND DESIGN CATEGORIES

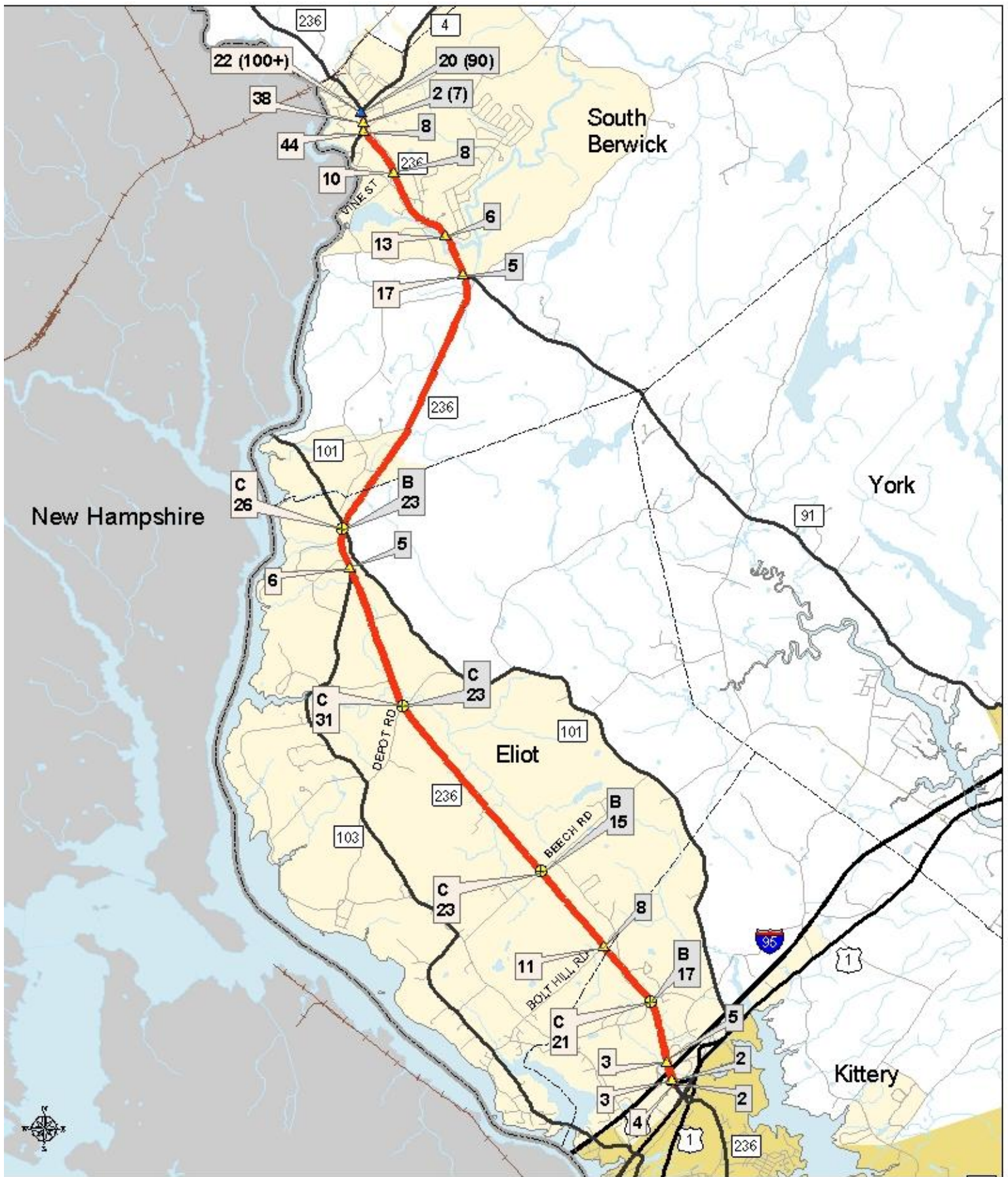
Design Category	Functional Category	
	Principal Arterial	Minor Arterial
High-Speed	I	N/A
Suburban	II	II
Intermediate	II	III or IV
Urban	III or IV	IV

EXHIBIT 10-4. FUNCTIONAL AND DESIGN CATEGORIES

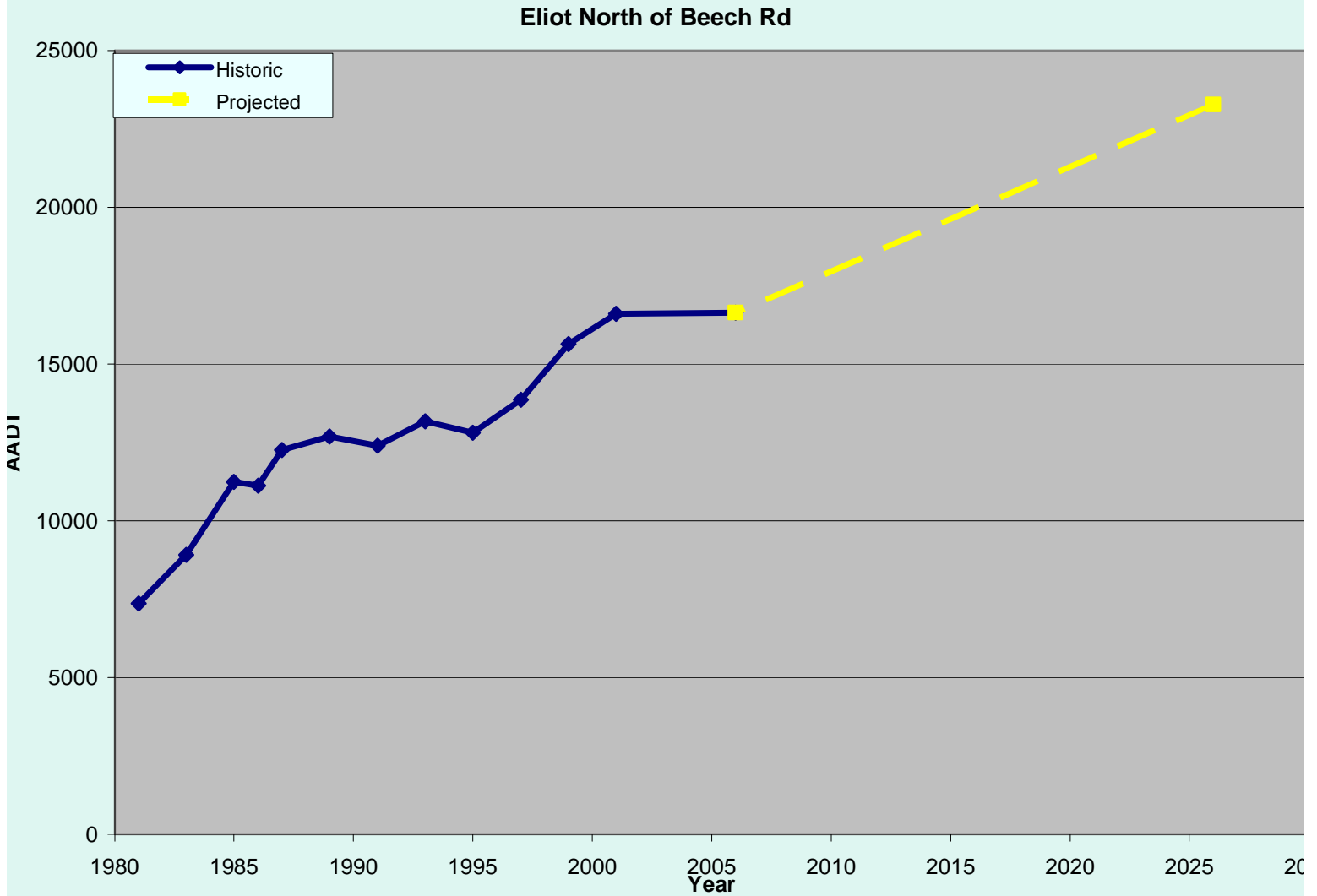
Criterion	Functional Category			
	Principal Arterial	Minor Arterial		
Mobility function	Very important	Important		
Access function	Very minor	Substantial		
Points connected	Freeways, important activity centers, major traffic generators	Principal arterials		
Predominant trips served	Relatively long trips between major points and through-trips entering, leaving, and passing through the city	Trips of moderate length within relatively small geographical areas		
Criterion	Design Category			
	High-Speed	Suburban	Intermediate	Urban
Driveway/access density	Very low density	Low density	Moderate density	High density
Arterial type	Multilane divided; undivided or two-lane with shoulders	Multilane divided; undivided or two-lane with shoulders	Multilane divided or undivided; one-way, two-lane	Undivided one-way, two-way, two or more lanes
Parking	No	No	Some	Significant
Separate left-turn lanes	Yes	Yes	Usually	Some
Signals/mi	0.5-2	1-5	4-10	6-12
Speed limit	45-55 mi/h	40-45 mi/h	30-40 mi/h	25-35 mi/h
Pedestrian activity	Very little	Little	Some	Usually
Roadside development	Low density	Low to medium density	Medium to moderate density	High density

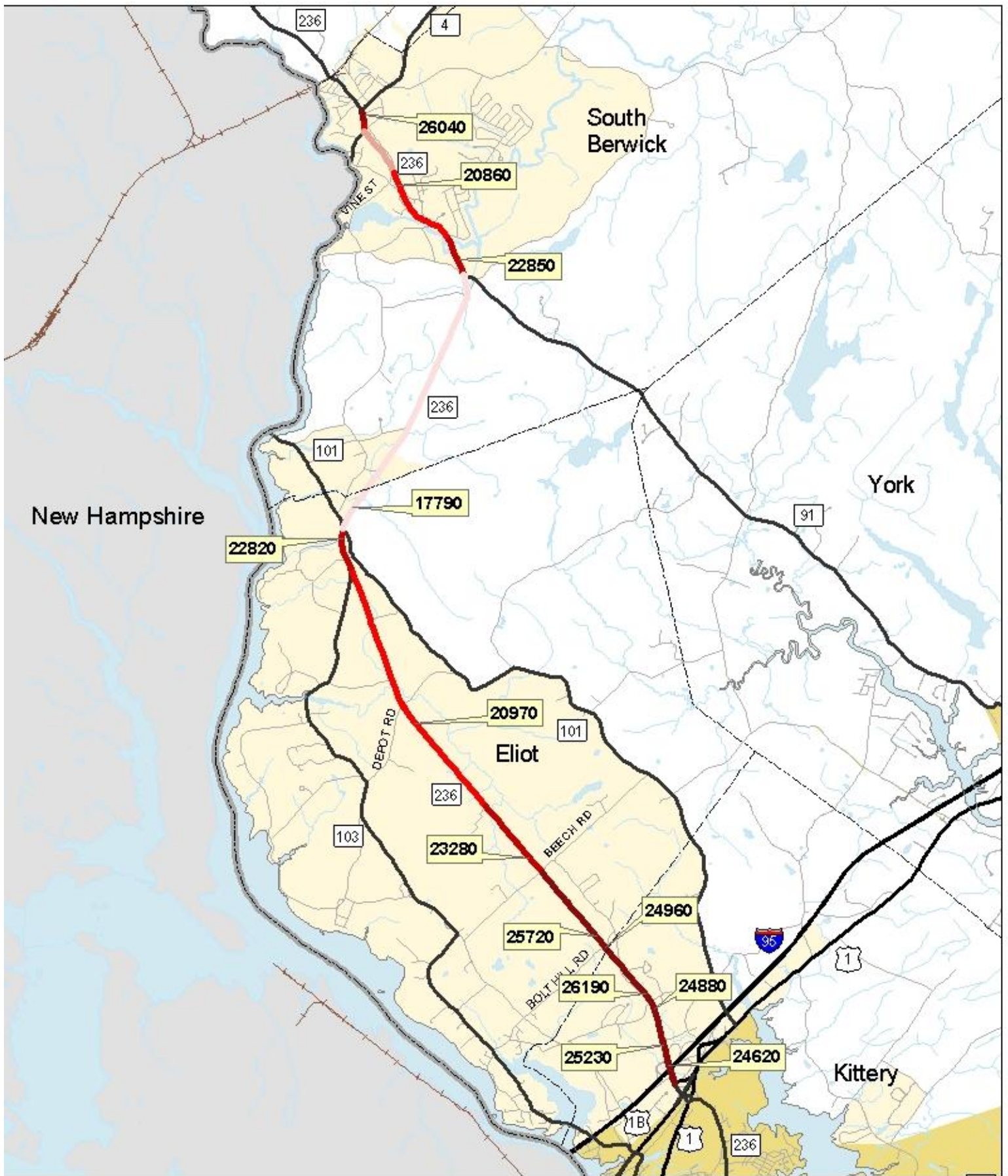
Existing PM Roadway Segments LOS

From	To	Design	Urban Class	LOS
Exit 2	Dana Rd	High Speed	I	A
Dana Rd	Beech Rd	Rural		E
Beech Rd	Depot Rd	Rural		E
Depot Rd	Rte 101	Rural		E
Rte 101	Rte 91	Rural		D
Rte 91	Rte 4	Rural		E
Rte 4	Portland	Urban	III	D



Eliot North of Beech Rd





Route 236 Corridor Study
2026 Annual Average
Daily Traffic Volumes

Daily Traffic
 XX,XXX Annual Average

2026 AADT

- < 18,000
- 18,001 - 20,000
- 20,001 - 22,000
- 22,001 - 24,000
- > 24,000

0 0.2 0.4 0.8 1.2 1.6 2 Miles



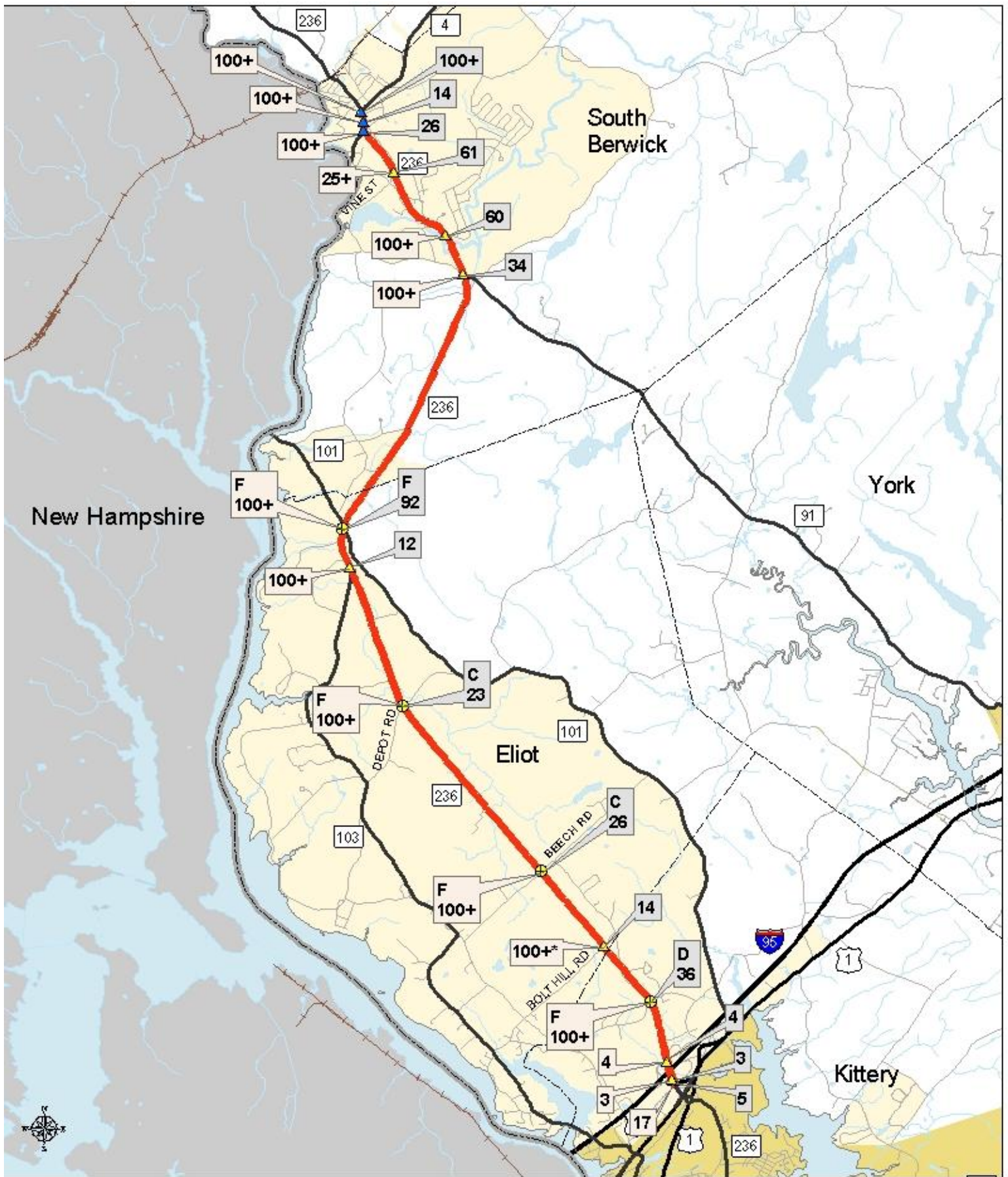
State of Maine
 Department of Transportation
 Bureau of Planning

Assumptions for Future LOS

- Same Number of Access Points
- Increased Volumes
- No Change in Passing Zones
- No New Signals
- No Roadway Improvements

Future PM Roadway Segments LOS

From	To	Design	Urban Class	LOS
Exit 2	Dana Rd	High Speed	I	B
Dana Rd	Beech Rd	Rural		F
Beech Rd	Depot Rd	Rural		F
Depot Rd	Rte 101	Rural		F
Rte 101	Rte 91	Rural		E
Rte 91	Rte 4	Rural		E
Rte 4	Portland	Urban	III	F



Route 236 Corridor Study
Overall Delay at Intersections
2026 Future Conditions

- XX AM Peak
- XX PM Peak
- Study Area
- ⊕ Signalized Intersection
- △ Unsignalized Intersection
- Police Officer
- Level of Service Delay (sec/Veh)
- Delay (sec/Veh)

