

Route 236 Corridor Study

Kittery-Eliot-S.Berwick

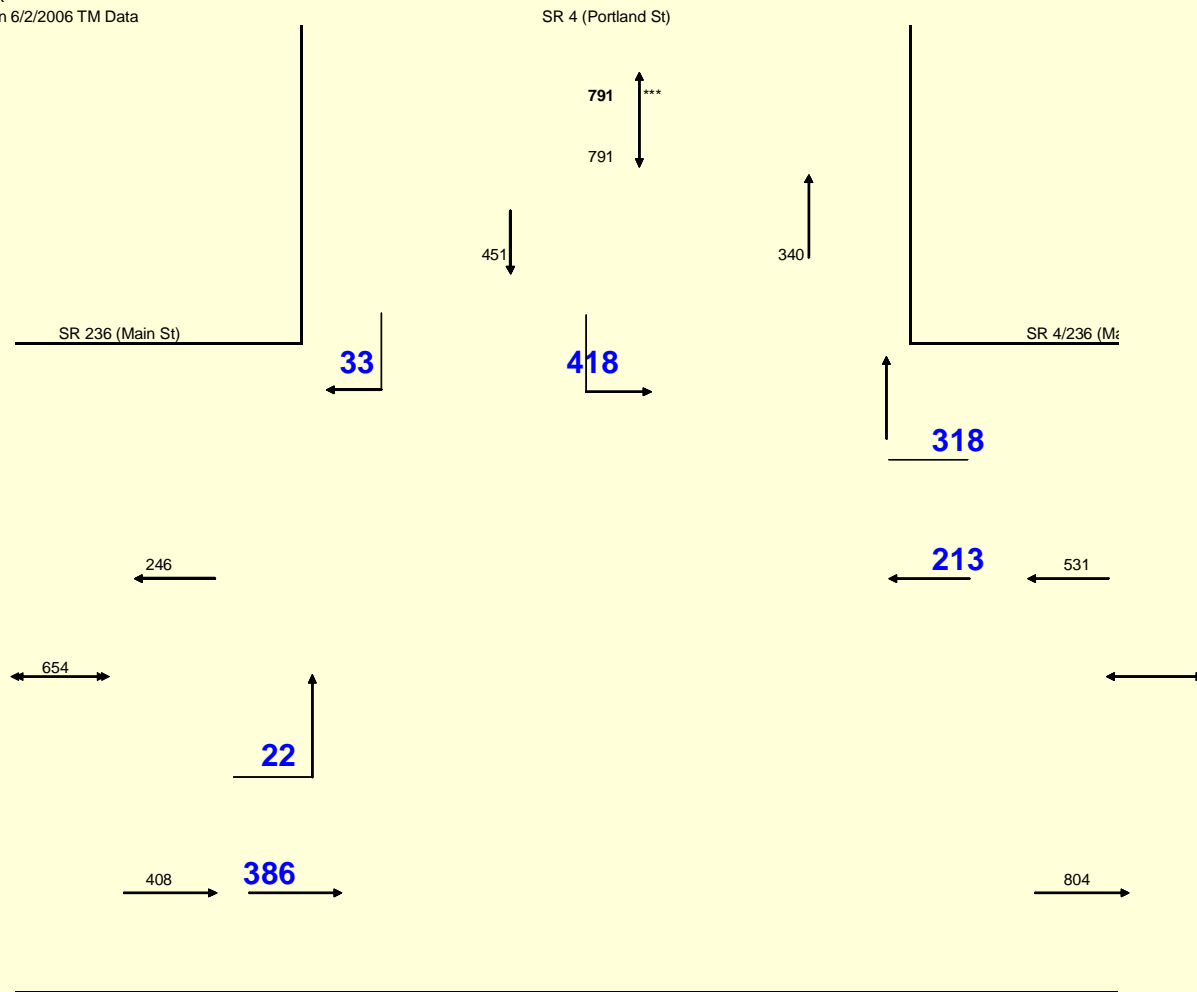
June 13, 2007

Portland St



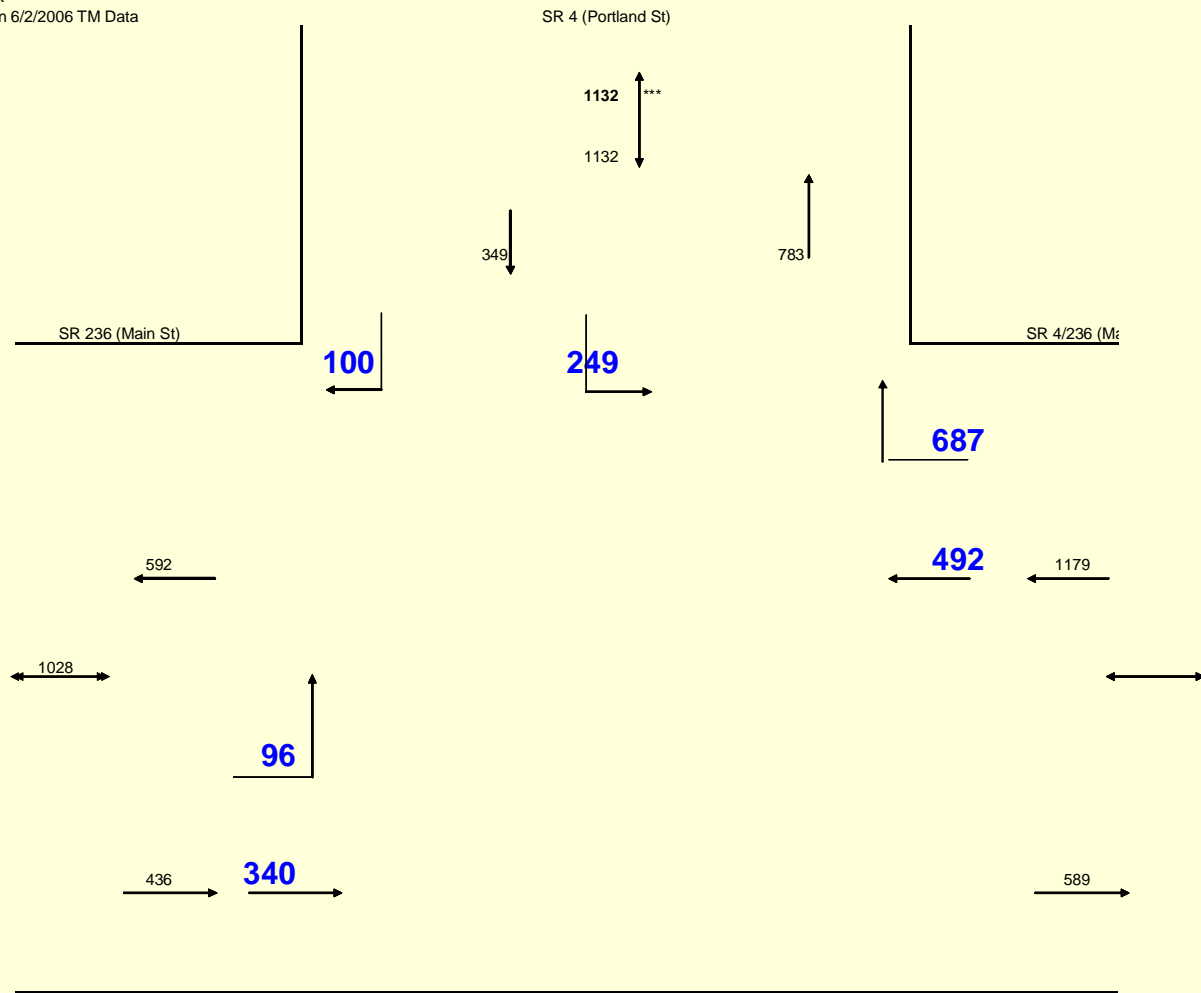
Portland St AM Peak

South Berwick SR 236, SR 4, SR 4/236
Turning Movements
AM Peak
Based on 6/2/2006 TM Data



Portland St PM Peak

South Berwick SR 236, SR 4, SR 4/236
Turning Movements
AM Peak
Based on 6/2/2006 TM Data



Portland St – Police Officer

- Average Delay – 22 sec/veh.
- – 21 sec/veh.
- V/C - 0.67
- - 0.67
- Capacity ~ 2,500 veh/hr.
- ~ 2,800 veh/hr.

Portland St – Signal 3 Phase

- Average Delay **17 sec/veh.** 25 sec/veh.
- V/C **0.70** 0.67
- Capacity ~ **2,390 veh/hr.** ~ 3,070 veh/hr.
- Some Parking Removal
- Long Queues SB on Rte 236
- Less Capacity (am)
- SB left-turn safety concern
- 24/365

Portland St – Signal 3 Lt-Turn Lane

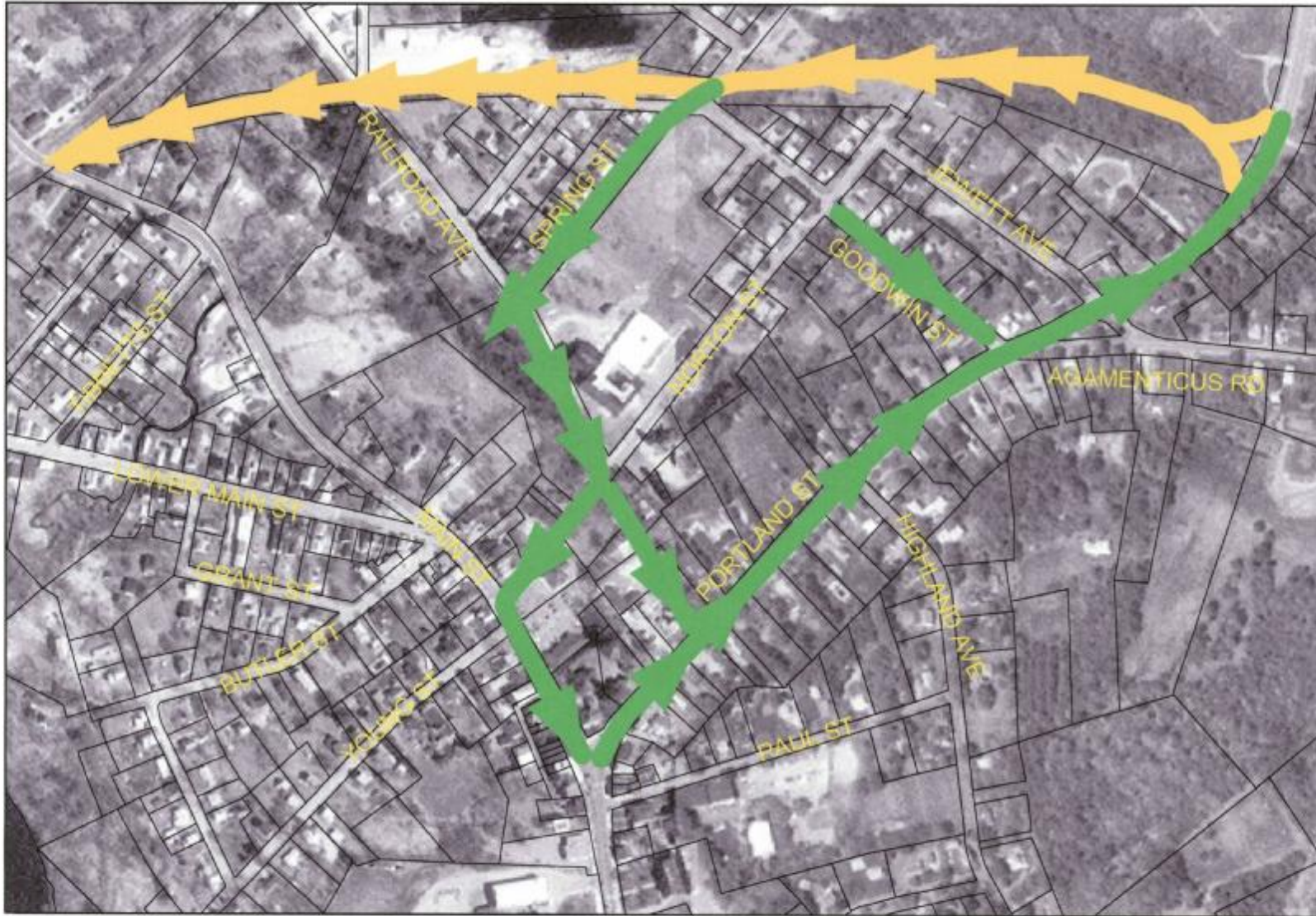
- Average Delay **16 sec/veh.** 25 sec/veh.
- V/C **0.65** 0.68
- Capacity ~ **2,570 veh/hr.** ~ 2,460 veh/hr.
- More Parking Removal
- Increased Capacity (am)

Portland St – Signal Split Phase

- Average Delay **32 sec/veh.** 23 sec/veh.
- V/C **0.85** 0.91
- Capacity ~ **1,960 veh/hr.** ~ 2,060 veh/hr.
- Increased Delay
- Decreased Capacity
- Increased V/C
- Could improve Safety

Possible One-Way Traffic Configuration - South Berwick Downtown

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Produced by Southern Maine Regional Planning Commission 5/04.
Conceptual plan only for discussion at 5/21/04 KACTS Committee meeting

Portland St – One-Way Triangle

- Average Delay 4 sec/veh. 21 sec/veh.
- V/C 0.48 0.60
- Capacity ~ 3,145 veh/hr. ~ 3,570 veh/hr.
- Decreased Delay
- Increased Capacity
- Lower V/C
- Increase in Veh-Miles (2100 to 2650)
- Increase in Veh-Hours (91 to 103)

Portland St – No SB Rte.236 Lt

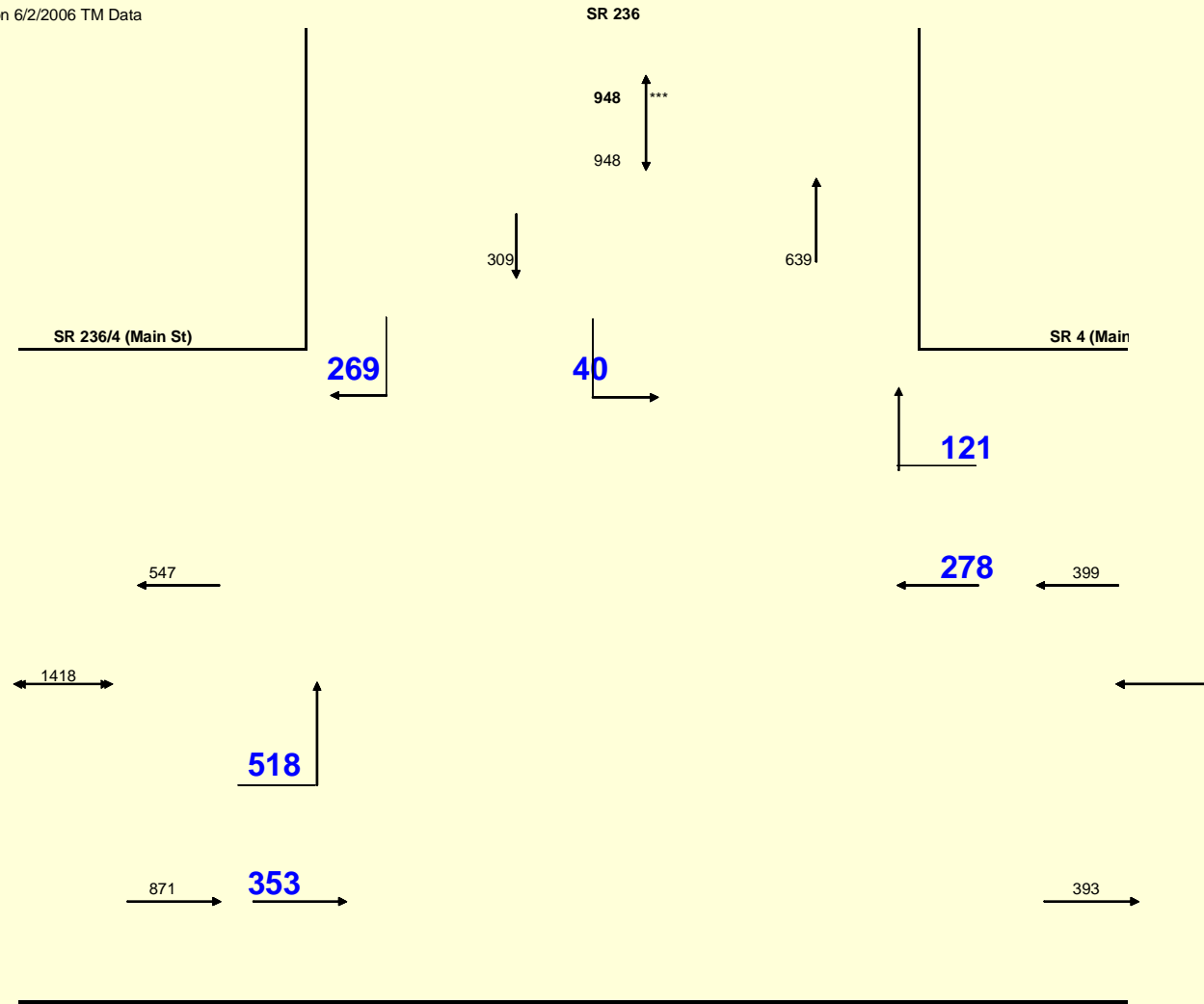
- Average Delay **14 sec/veh.** 10 sec/veh.
- V/C **0.70** 0.57
- Capacity ~ **2,350 veh/hr.** ~ 3,640 veh/hr.
- Decrease in Delay
- Increase in Capacity (pm)
- Decrease in V/C
- Where do left's go?

Rte 236/4 (South)



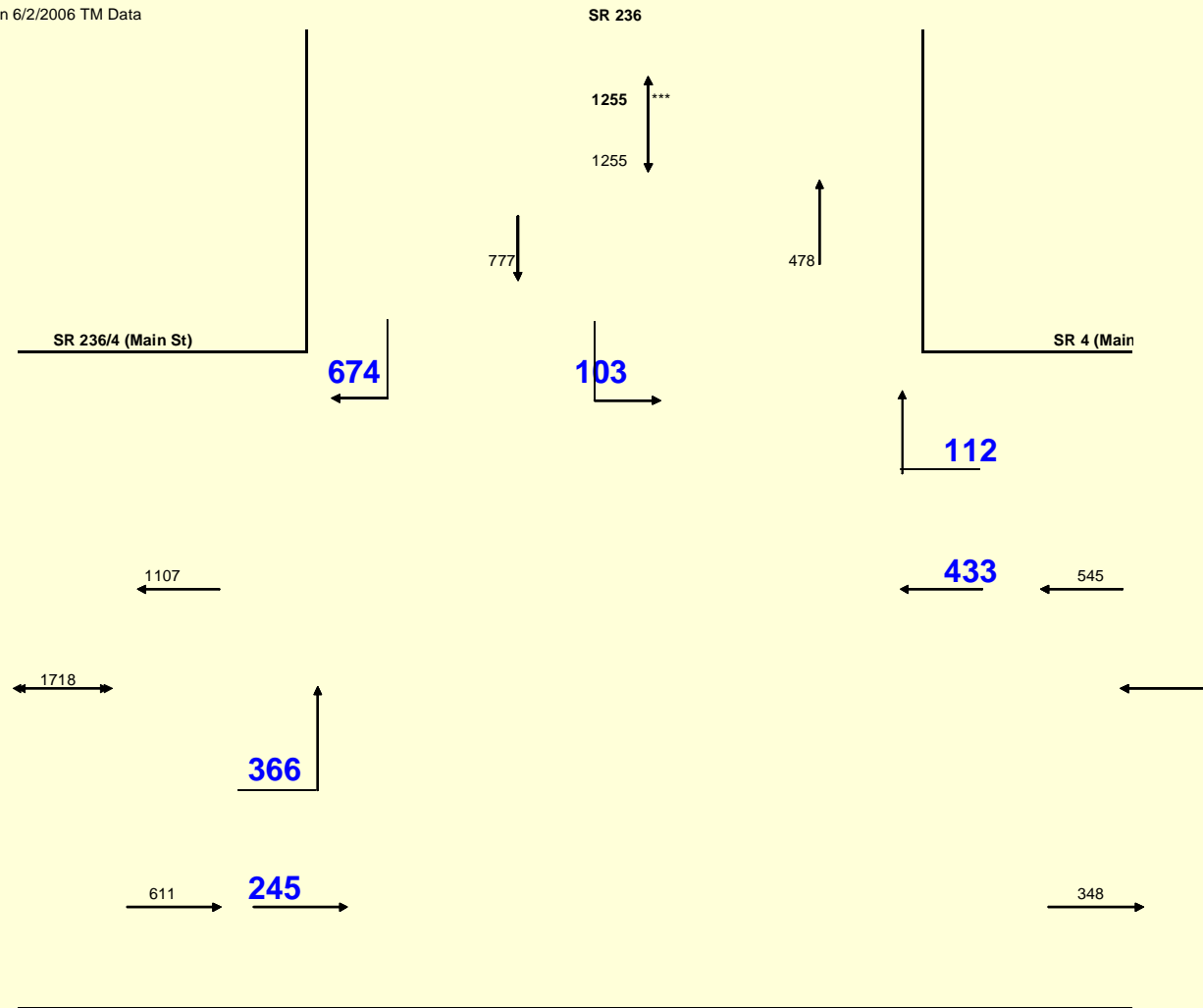
Rte 4/236 (South) AM Peak

Based on 6/2/2006 TM Data



Rte 4/236 (South) PM Peak

Based on 6/2/2006 TM Data



Rte 236/4 (South) – Unsignalized

- Average Delay **7 sec/veh.** 45 sec/veh.
- V/C
- Capacity

Rte 236/4 (South) – Signal

- Average Delay **13 sec/veh.** 29 sec/veh.
- V/C **0.83** 0.96
- Capacity ~ **1,970 veh/hr.** ~ 2,240 veh/hr.

- More Delay in AM
- Signal Failed within 5 Years
- Was asked to look into Roundabout

Rte 236/4 (South) – Roundabout with Slip Lane

- Average Delay **7 sec/veh.** 12 sec/veh.
- V/C **0.49** 0.48
- Capacity ~ **3,080 veh/hr.** ~ 3,030 veh/hr.

- Decrease in Delay in PM
- Instead of Slip Lane 2-Lanes

Existing Capacity Summary

	Portland	Rte 4/236
	Capacity	Capacity
Baseline	2500 2780	
Signal (3)	2390 3070	1970 2240
Lt Turn Ln	2570 2460	
Split Phase	1960 2060	
One-Way	3150 2060	
No SB Lt's	2350 3640	
Roundabout Slip Lane		3080 3030

Future 2016 V/C

	Portland
	V/C
Baseline	0.77 0.81
Split Phase	0.98
One-Way	0.55 0.73
No SB Lt's	0.78 0.62

Rte 236/91



Route 236/91

