

Figure 1: Broadway Study Area



Figure 2: Average Annual Daily Traffic

Source: MaineDOT

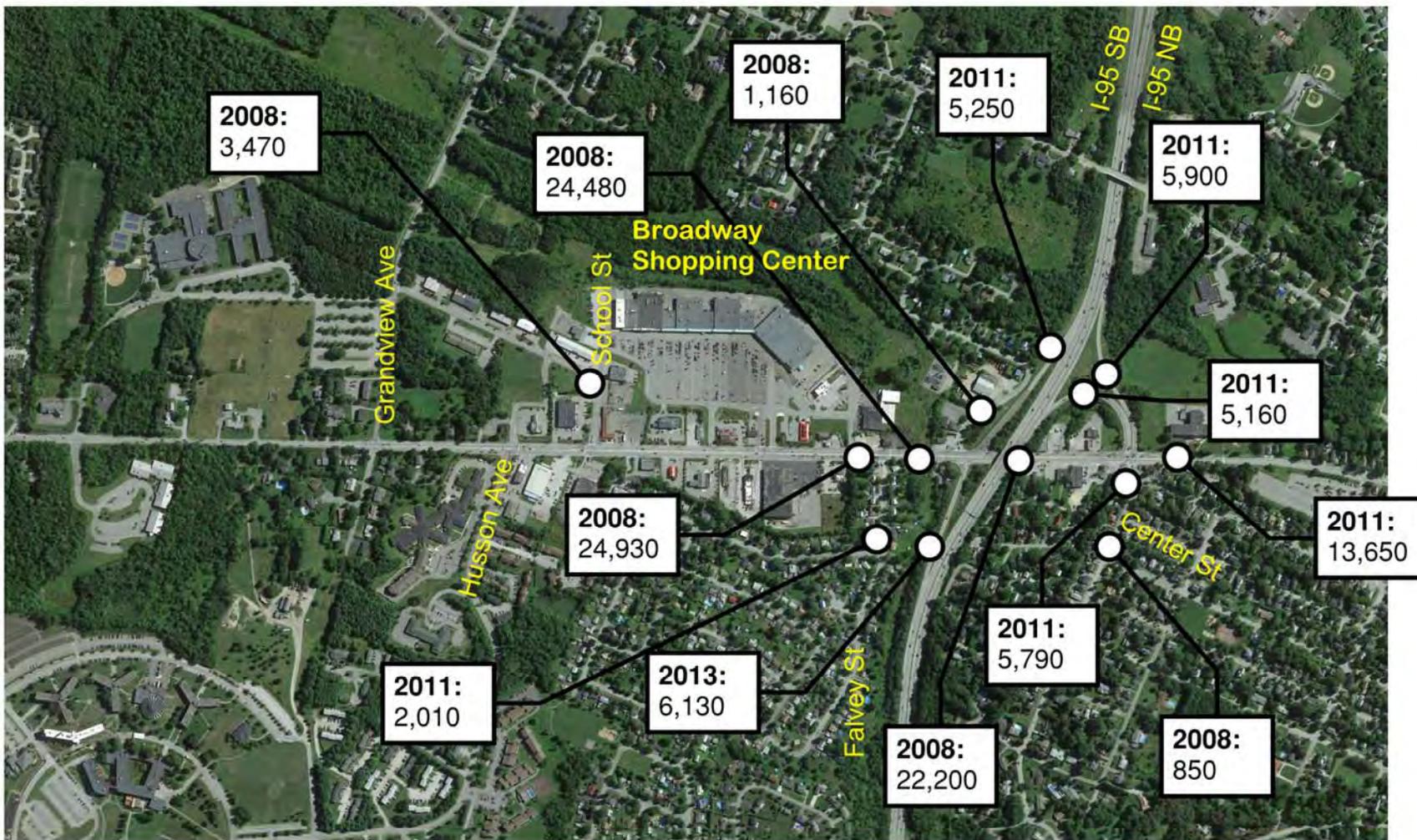


Figure 3: 2013 Average Volume By Month

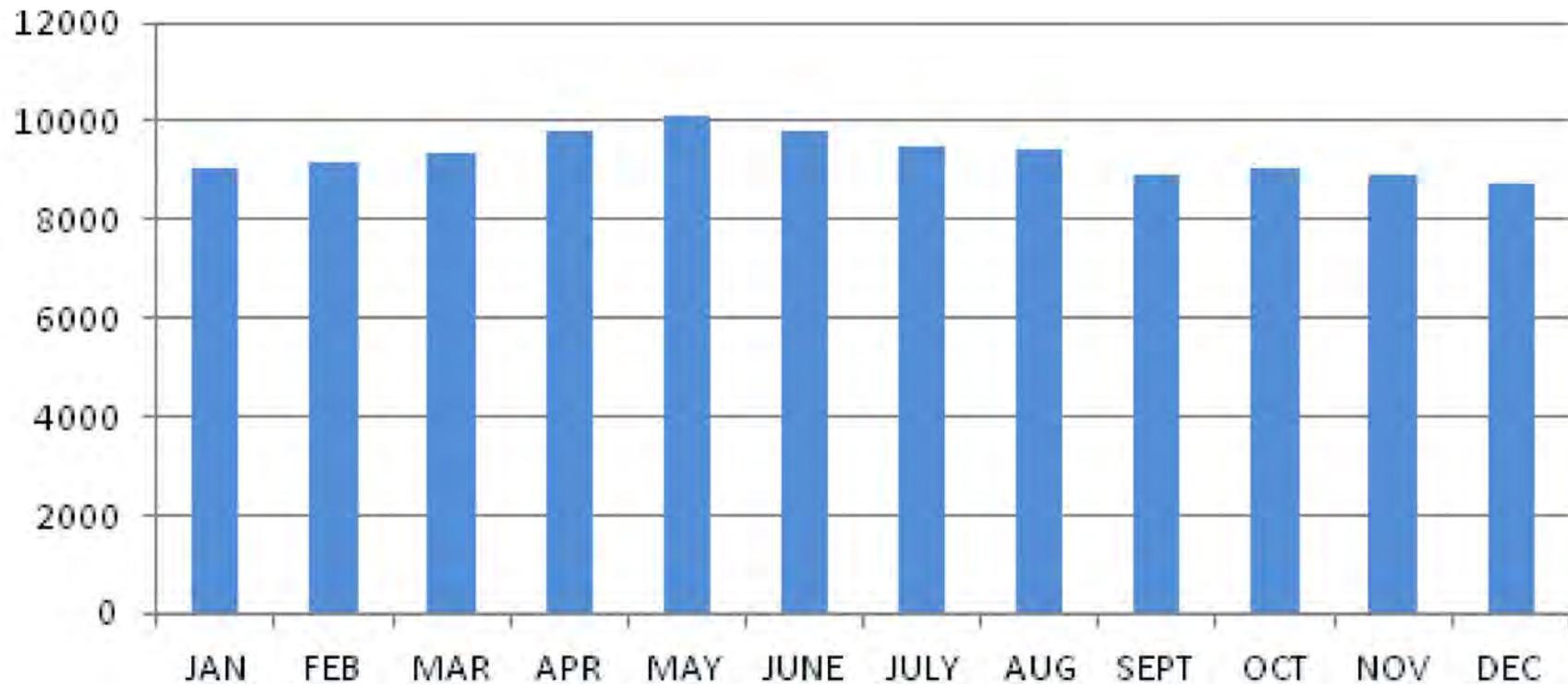


Figure 4: 2013 Average Volume By Day

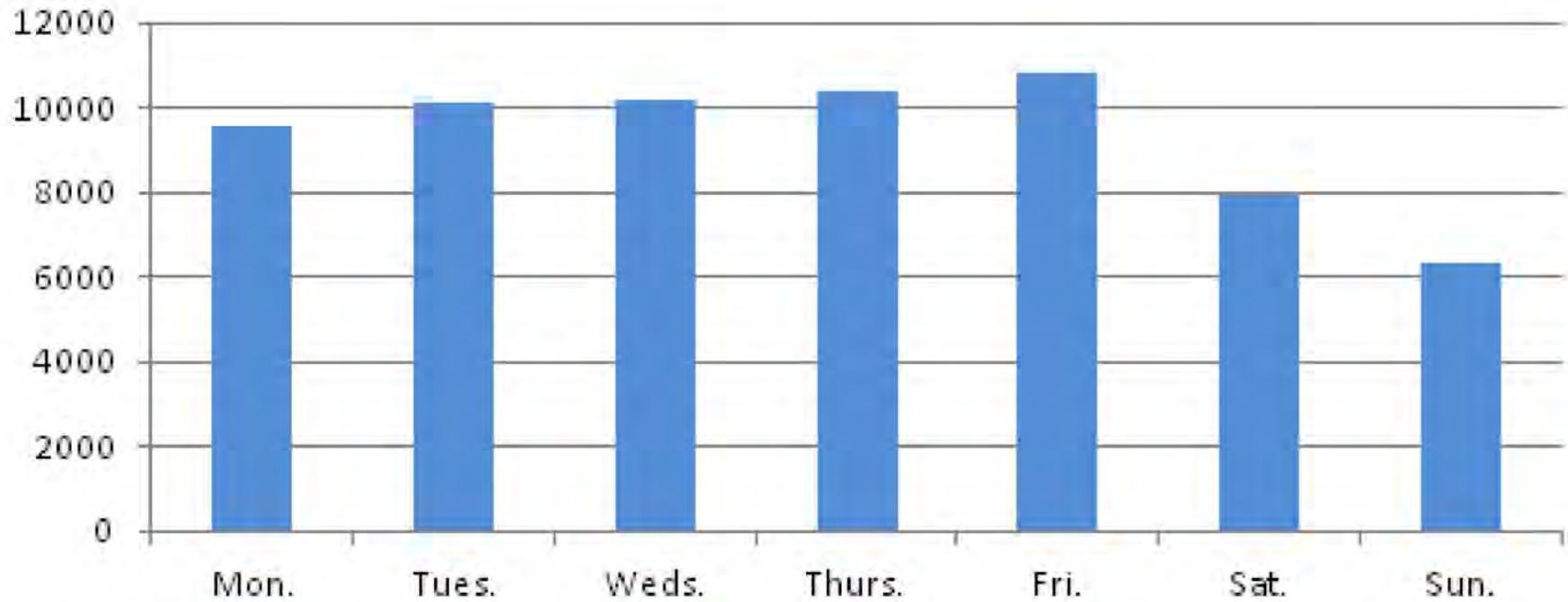
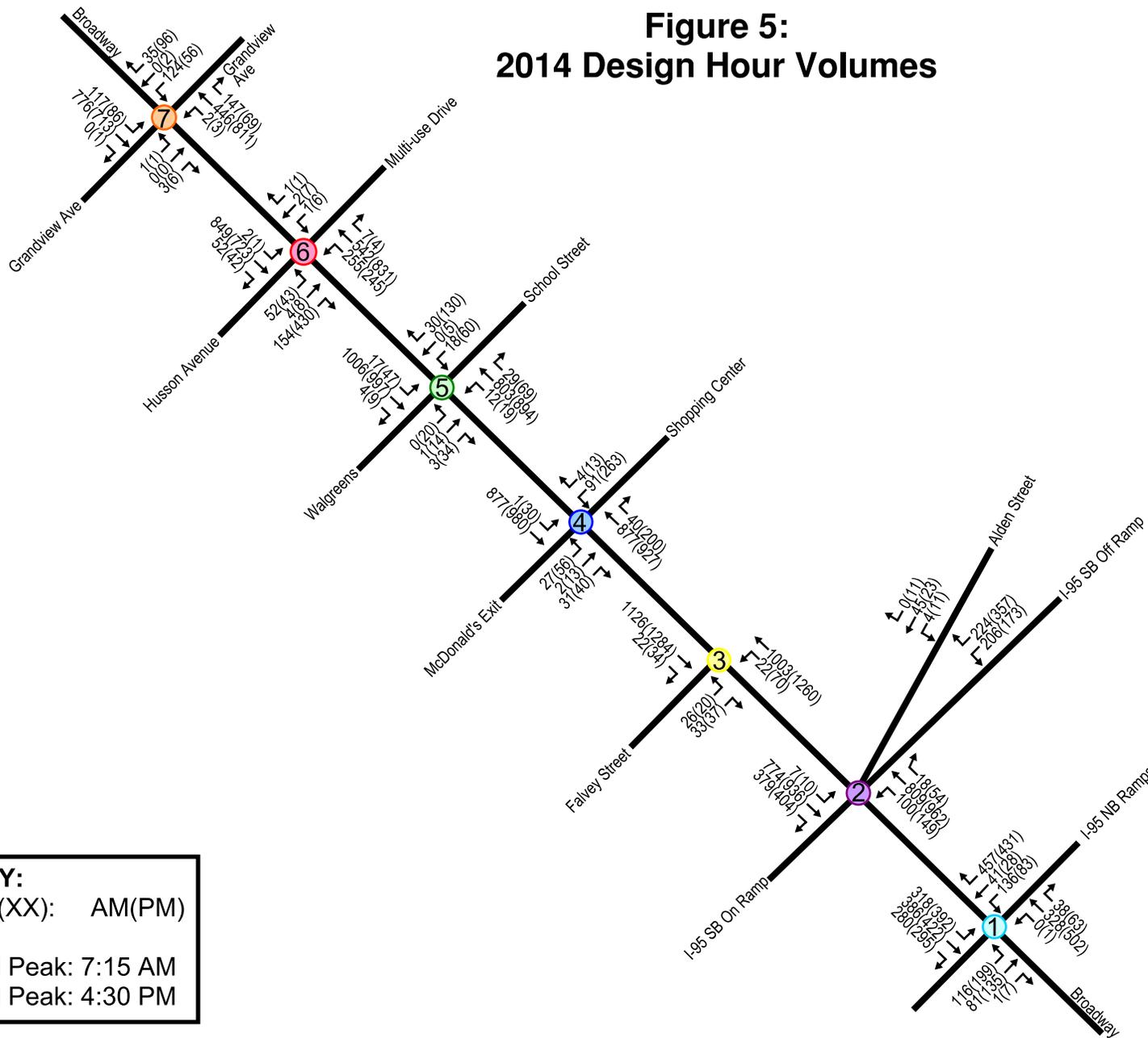


Figure 5: 2014 Design Hour Volumes



KEY:
 XX(X): AM(PM)
 AM Peak: 7:15 AM
 PM Peak: 4:30 PM

Figure 6: 2013 Average Hourly Variation

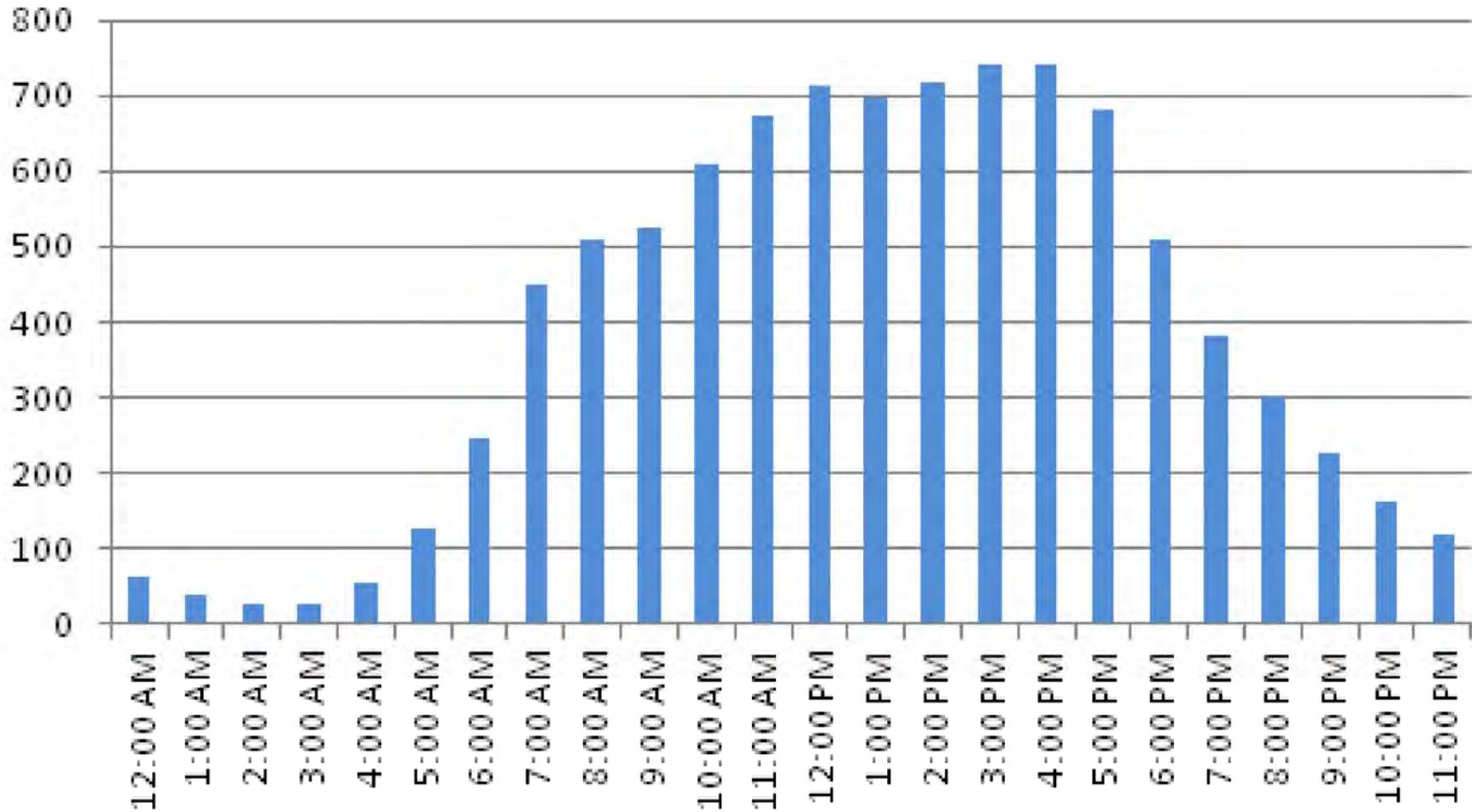


Figure 7: Intersection Crash Data

Source: MaineDOT

2011 - 2013

Legend:

- X # Crashes
- 0.XX Critical Rate Factor (CRF)

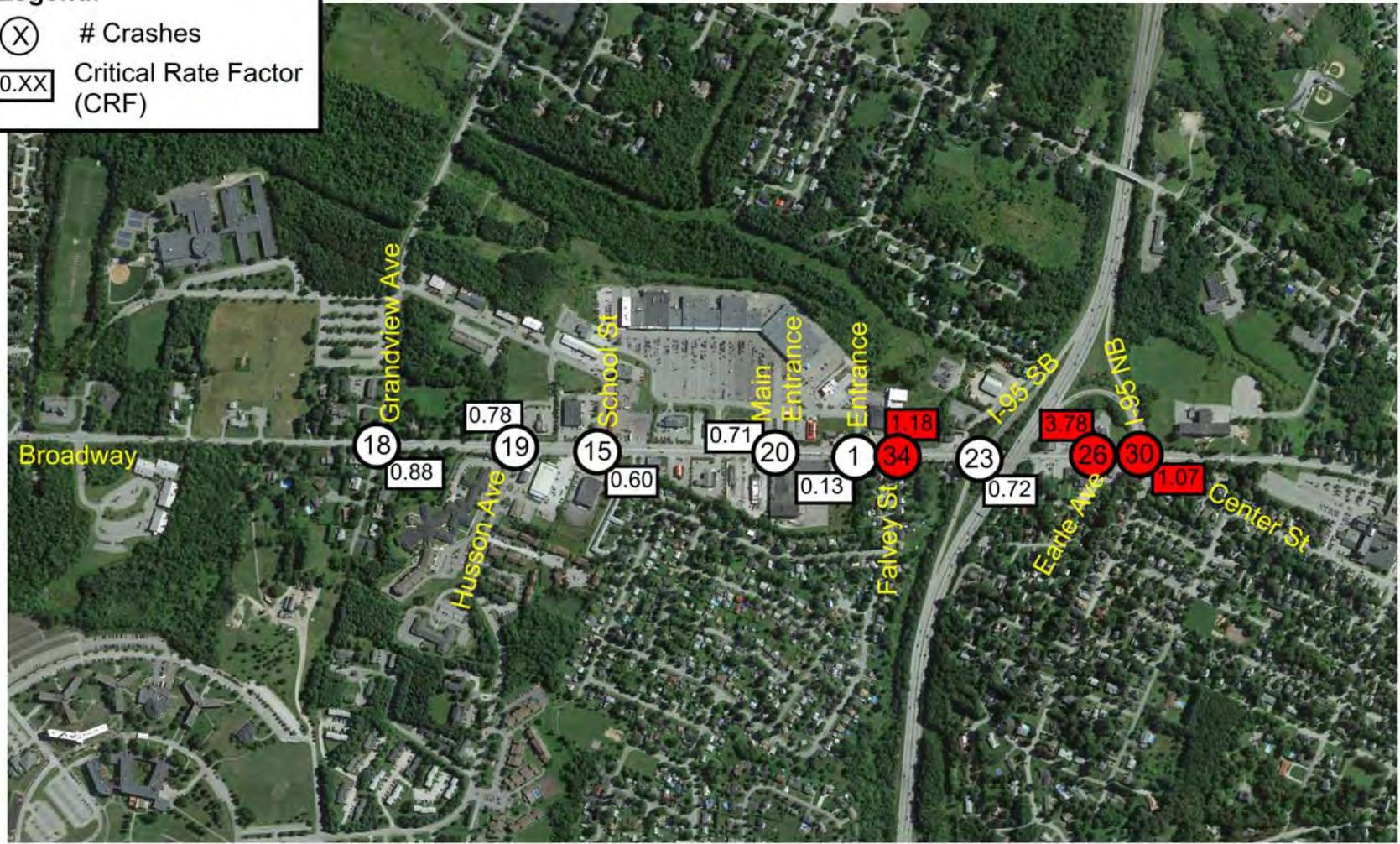
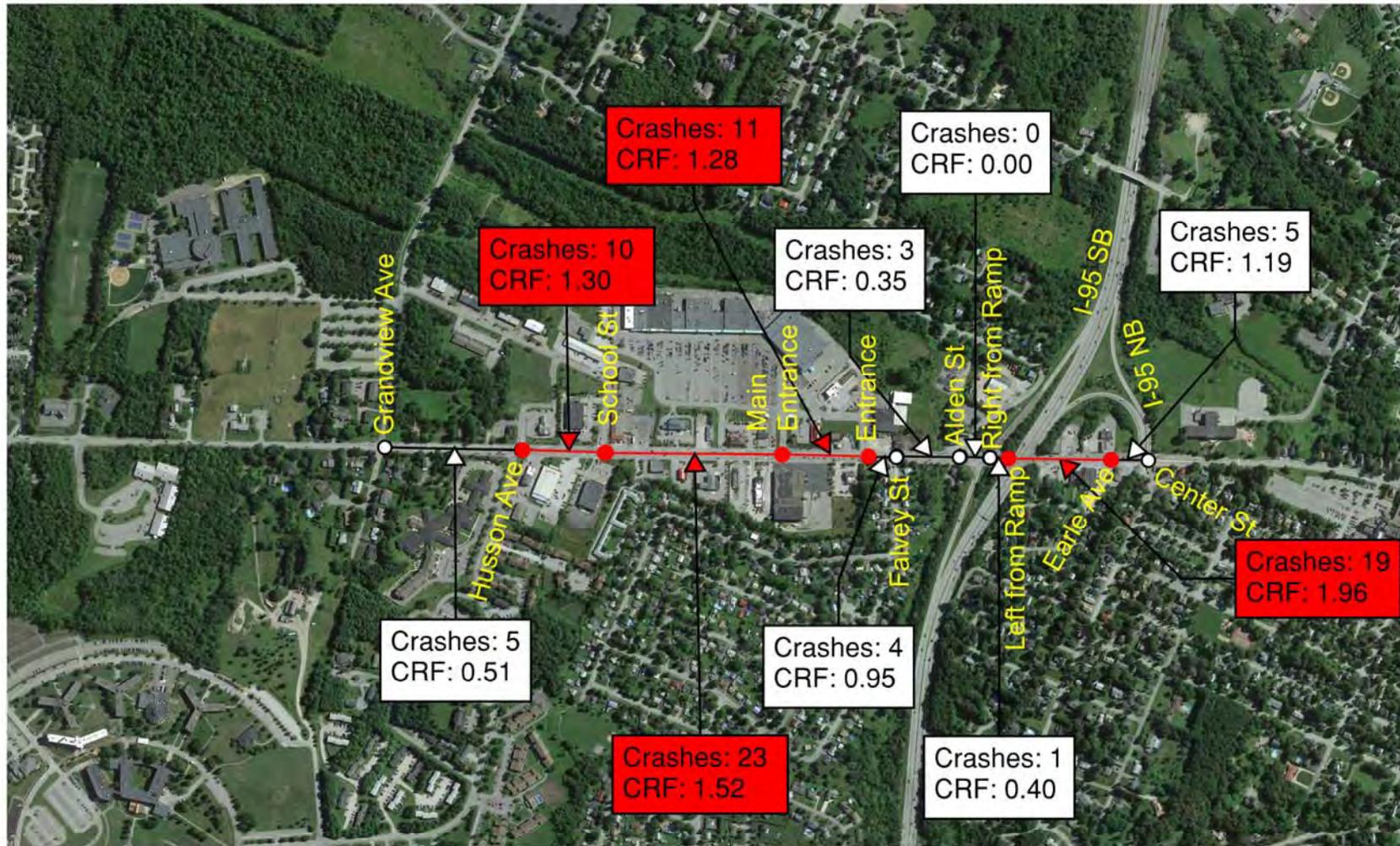


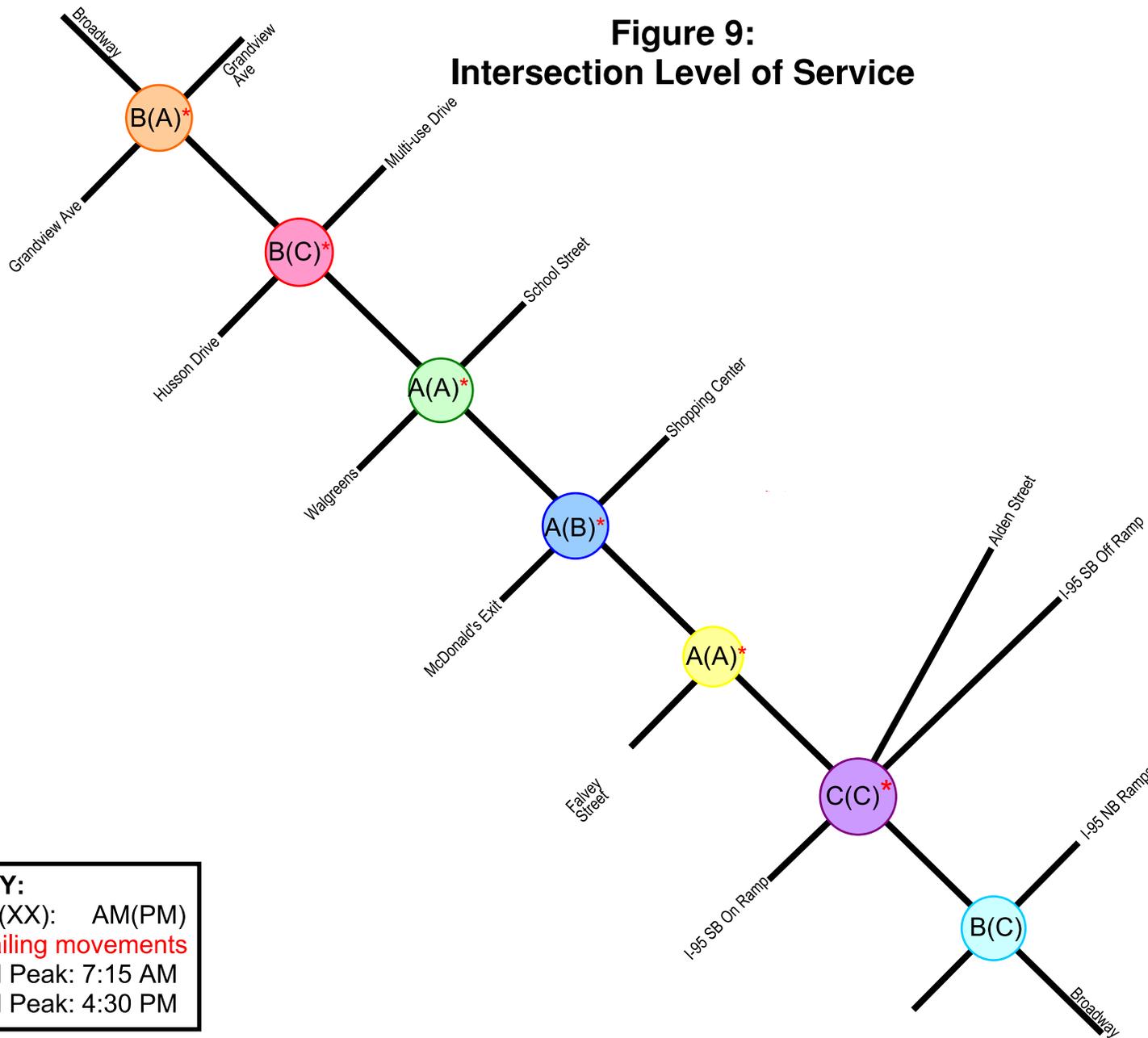
Figure 8: Segment Crash Data

Source: MaineDOT

2011 - 2013



**Figure 9:
Intersection Level of Service**



KEY:
 XX(XX): AM(PM)
 * failing movements
 AM Peak: 7:15 AM
 PM Peak: 4:30 PM

Figure 10: Existing Zoning

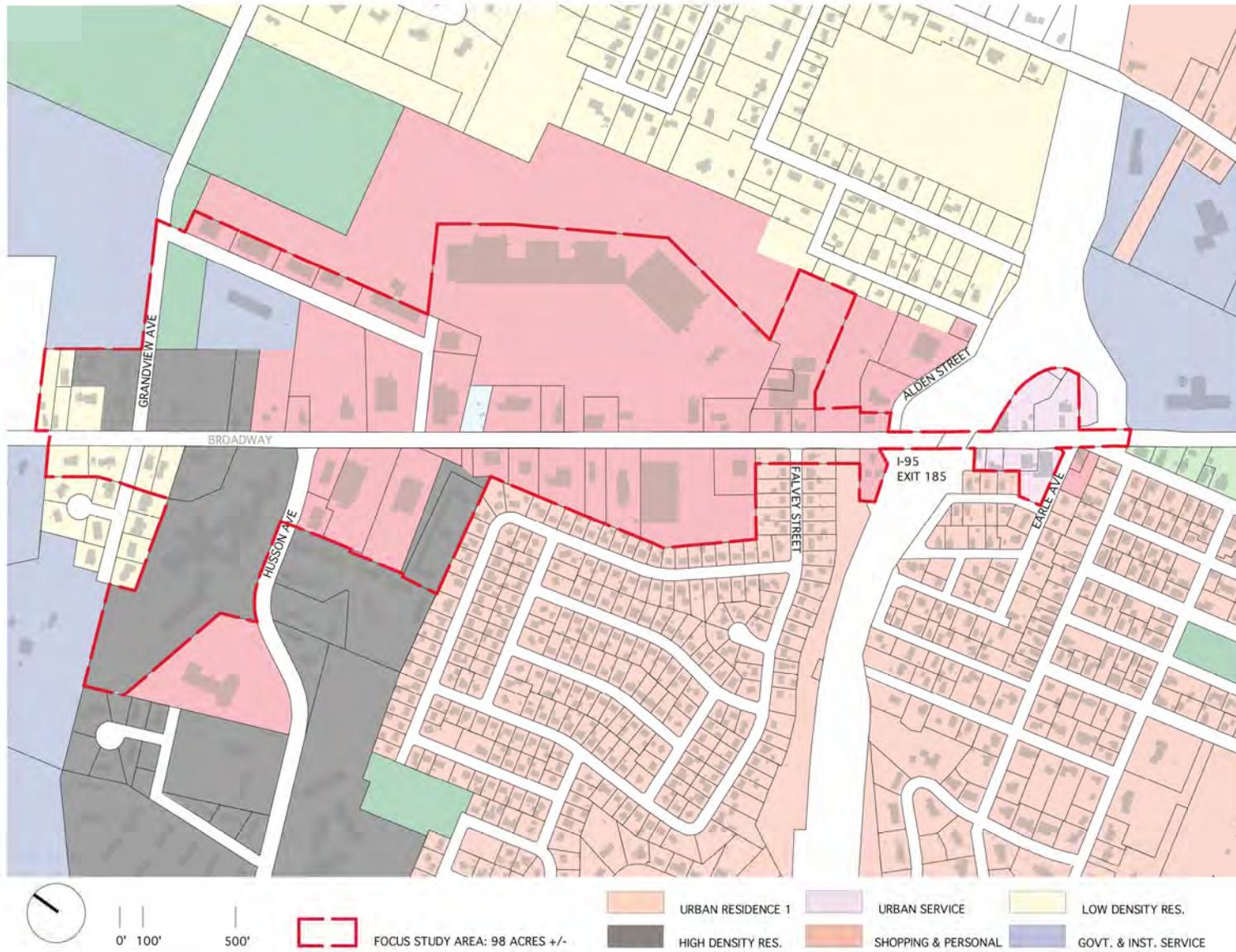


Figure 11: Figure Ground / Development Patterns



Figure 12: Asphalt / Impervious Surface



Figure 13: Impervious Surface



Figure 14: Pedestrian Shed

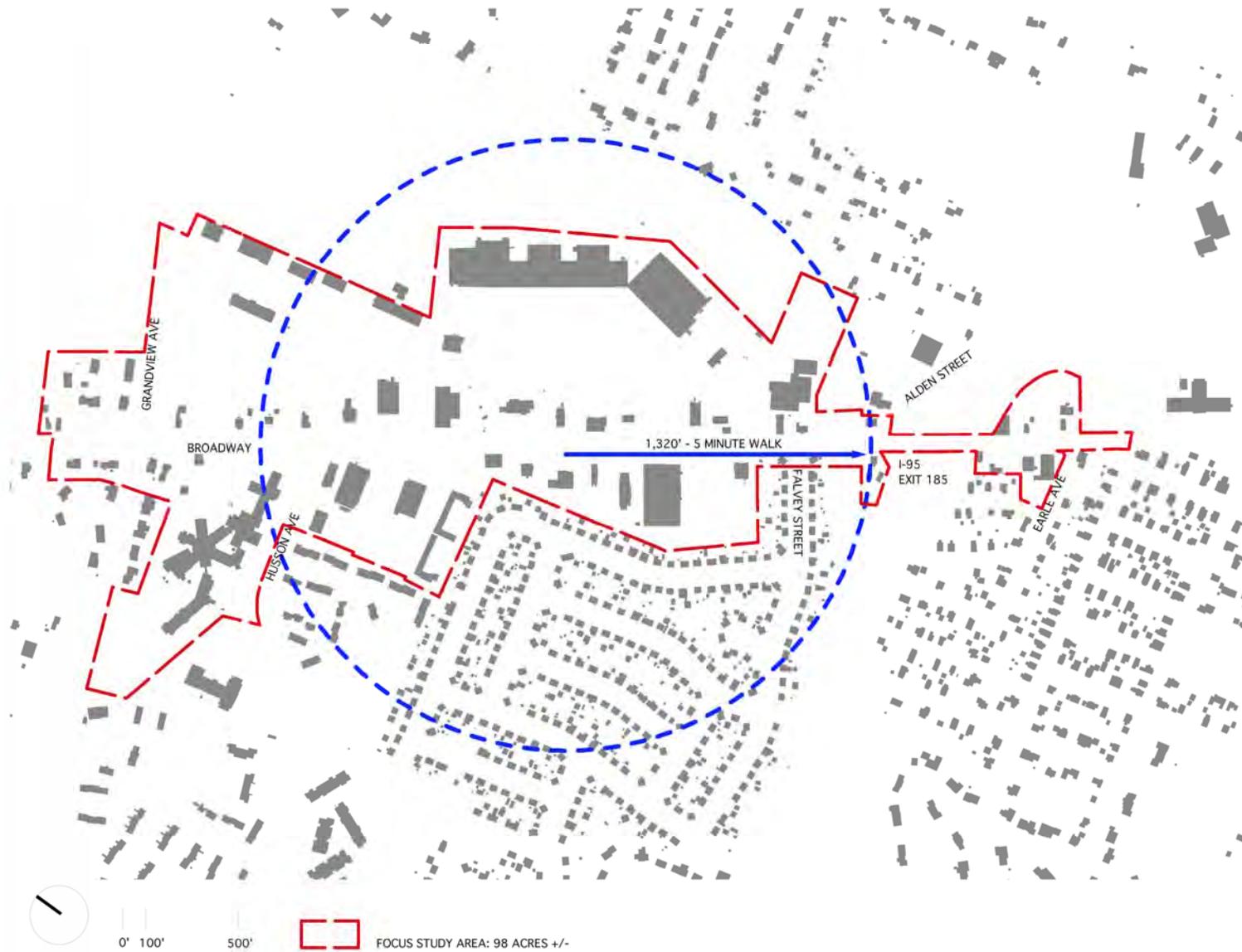


Figure 15: Streets / Connectivity

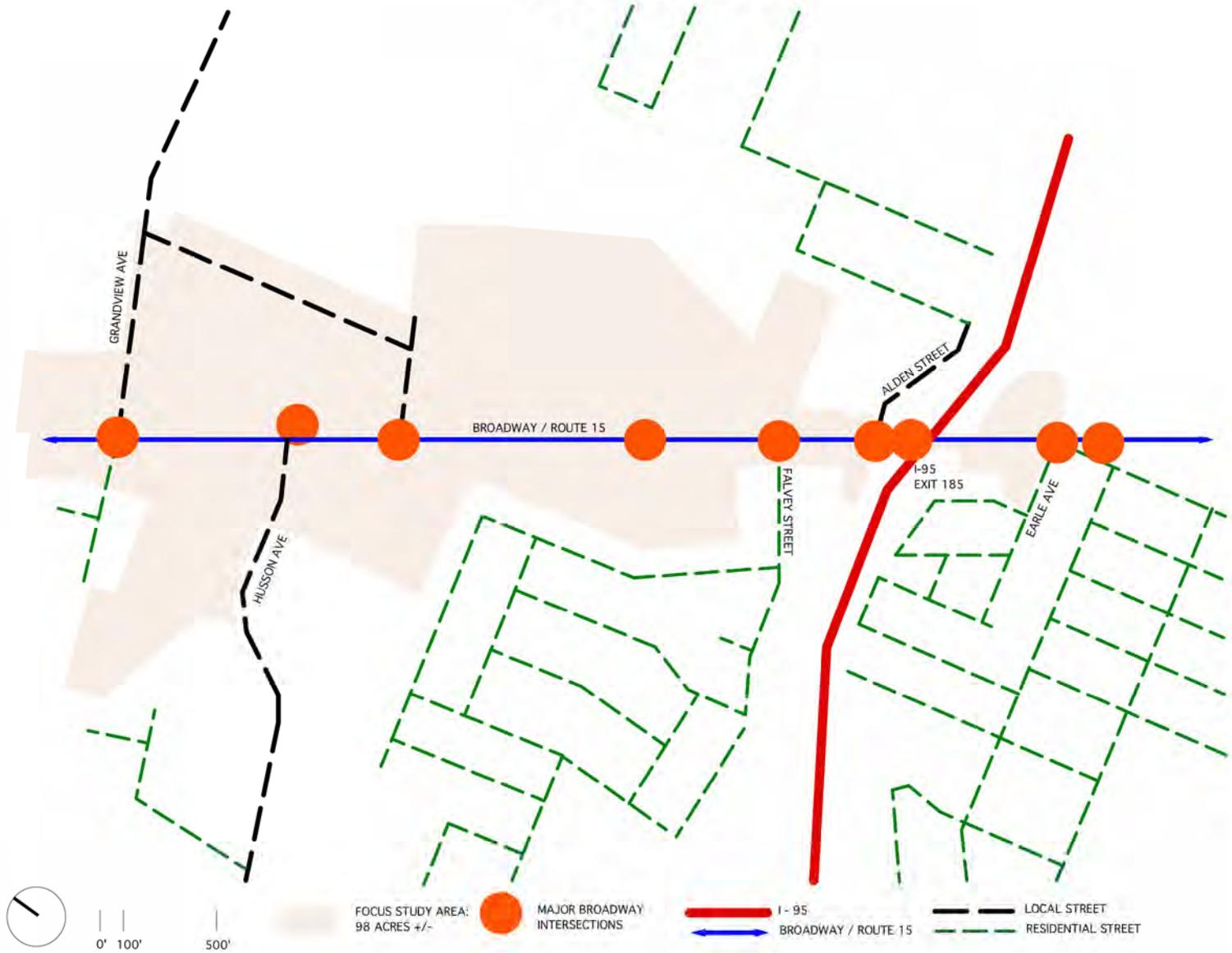


Figure 16: Existing Broadway Cross Section

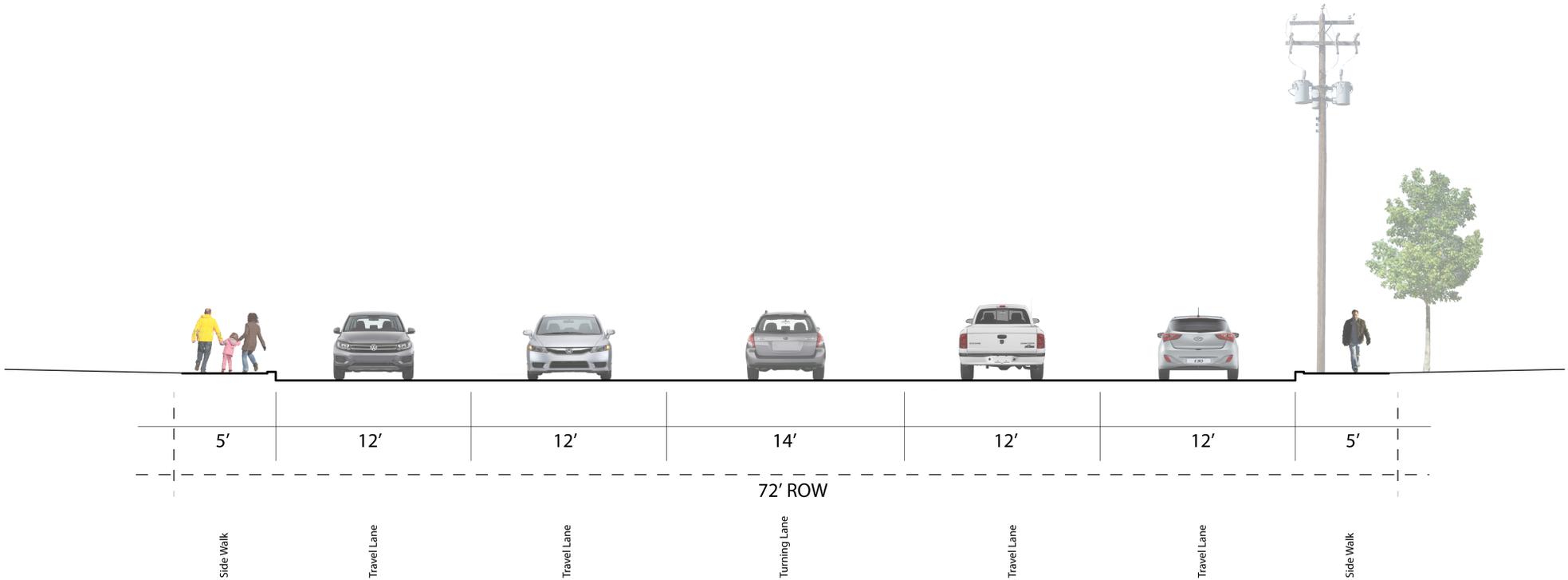


Figure 17: Broadway Cross Section (Restriping Only/Short Term)

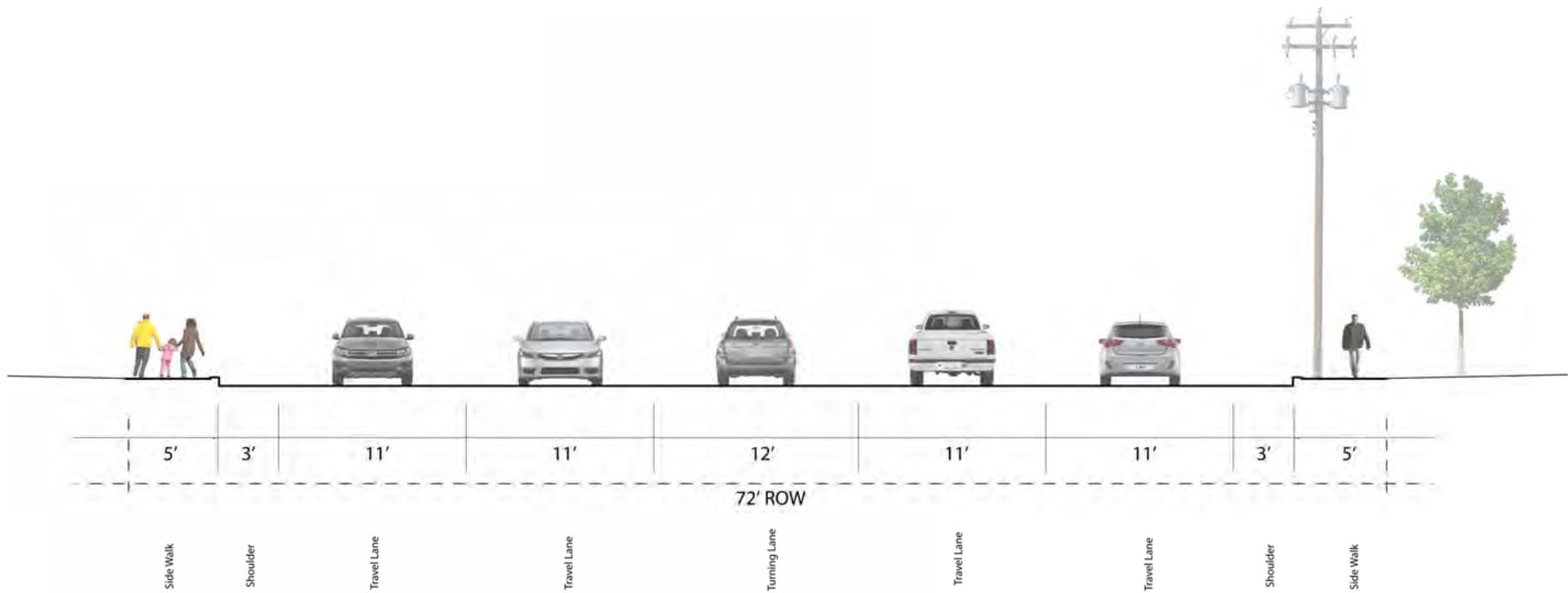


Figure 18: Plans (Sheet 1/5)

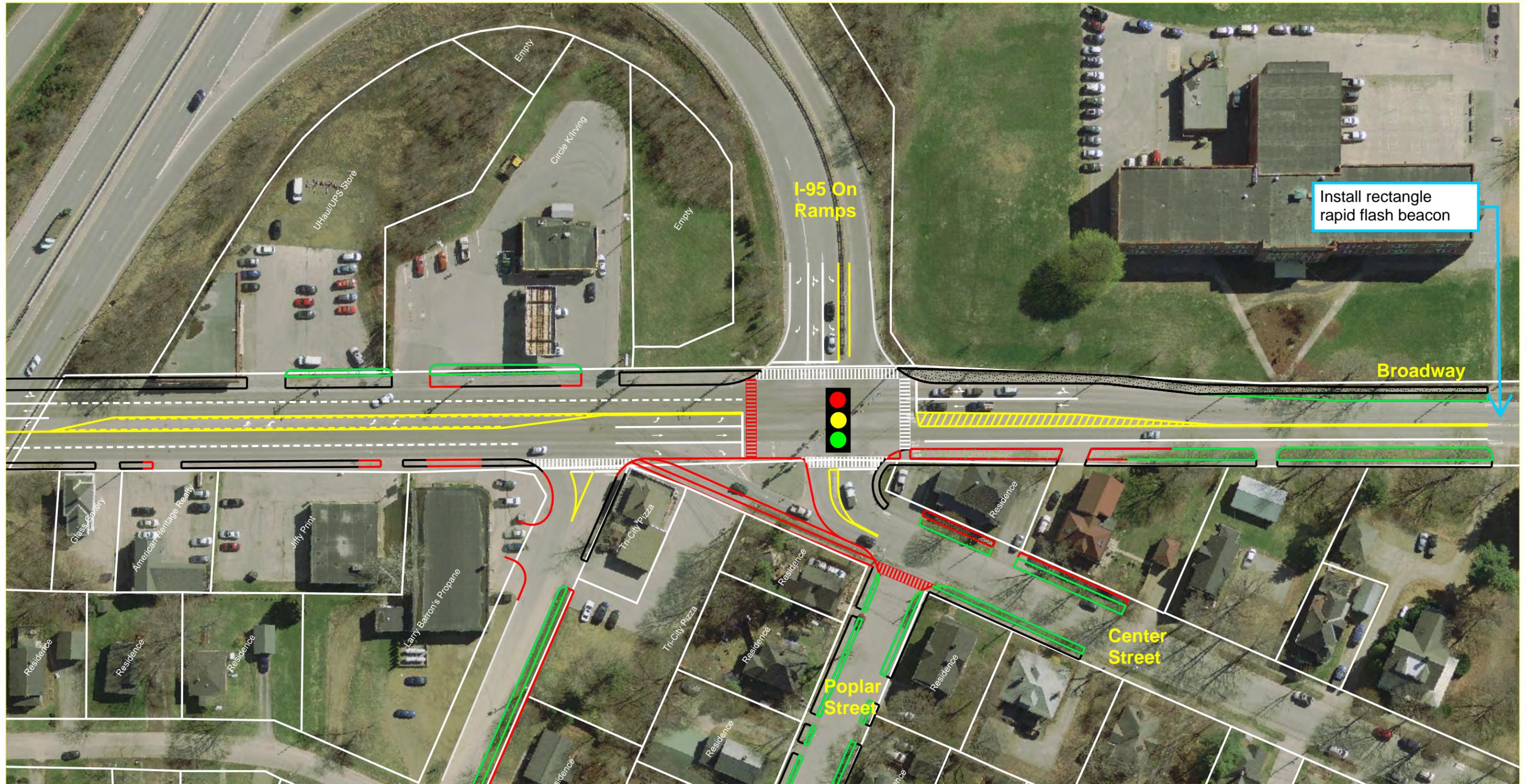


Figure 19: Plans (Sheet 2/5)

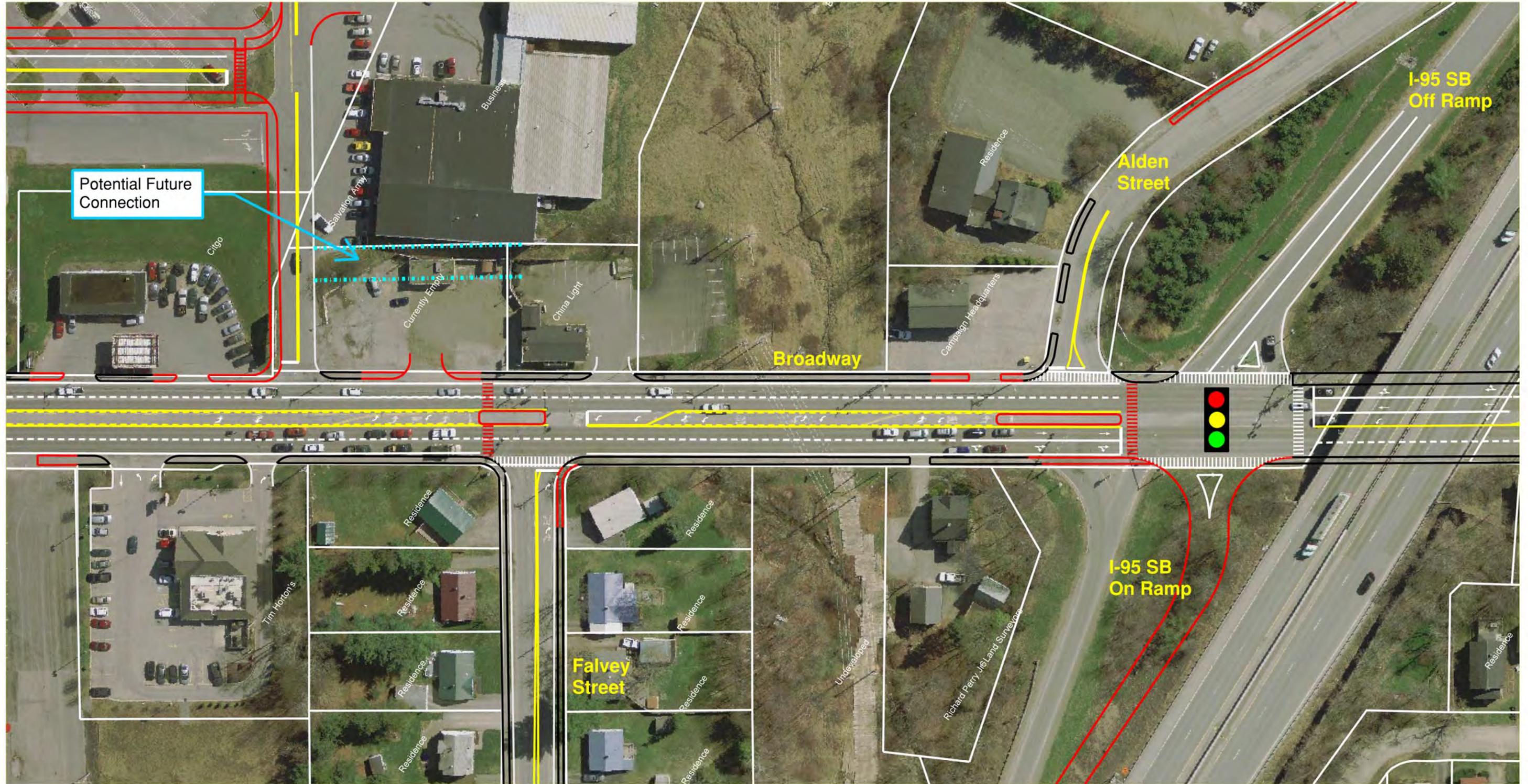


Figure 20: Plans (Sheet 3/5)

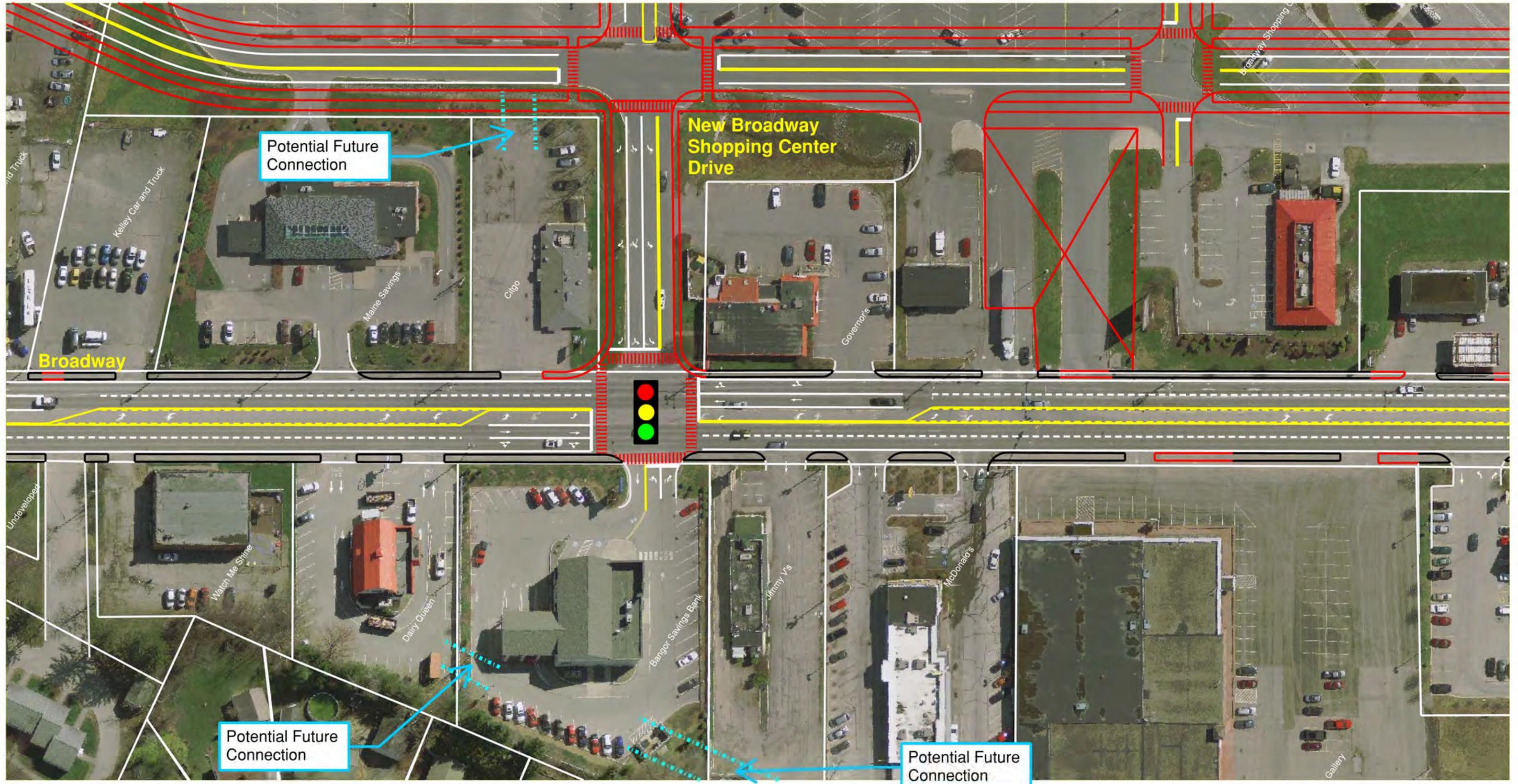


Figure 21: Plans (Sheet 4/5)

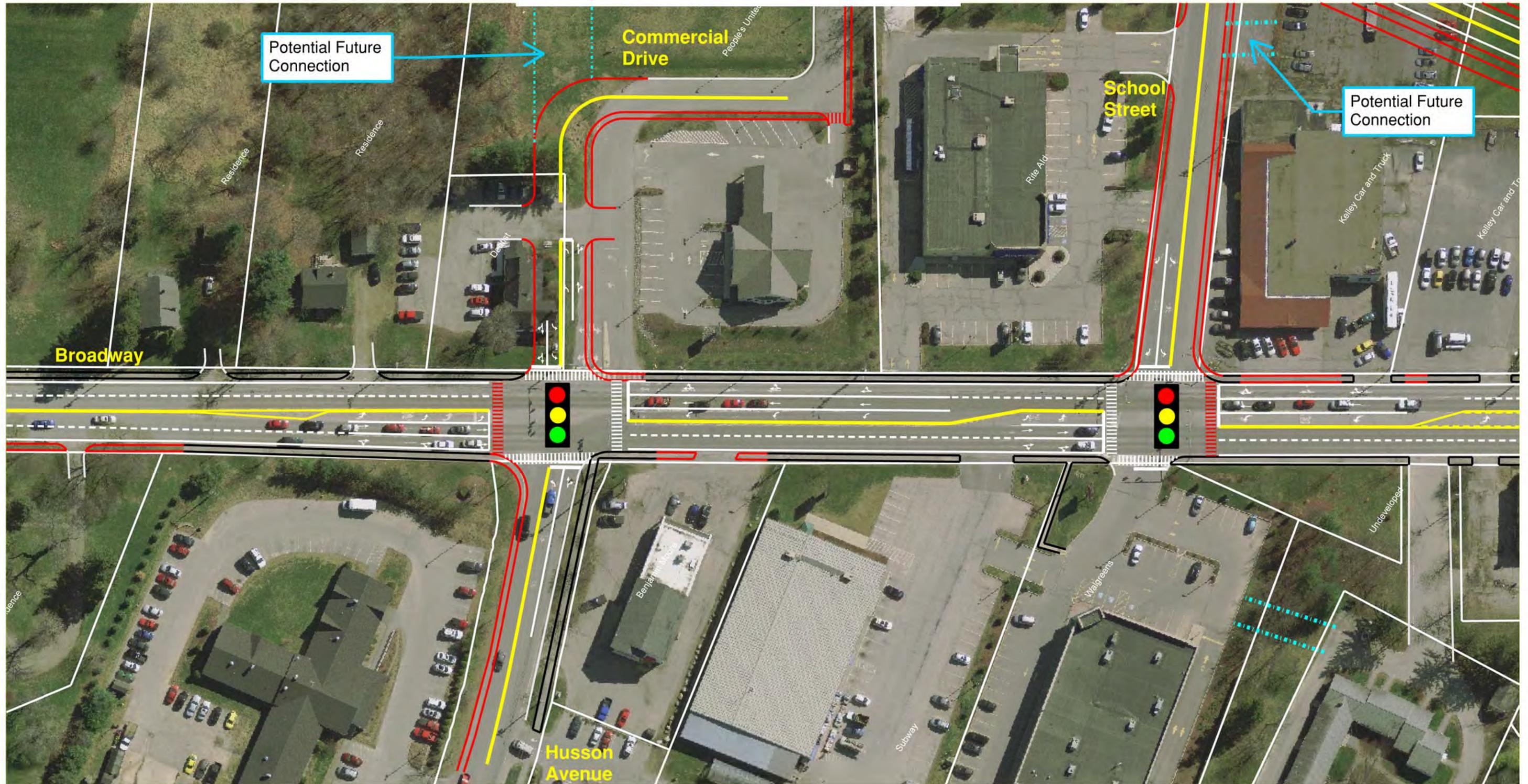


Figure 22: Plans (Sheet 5/5)

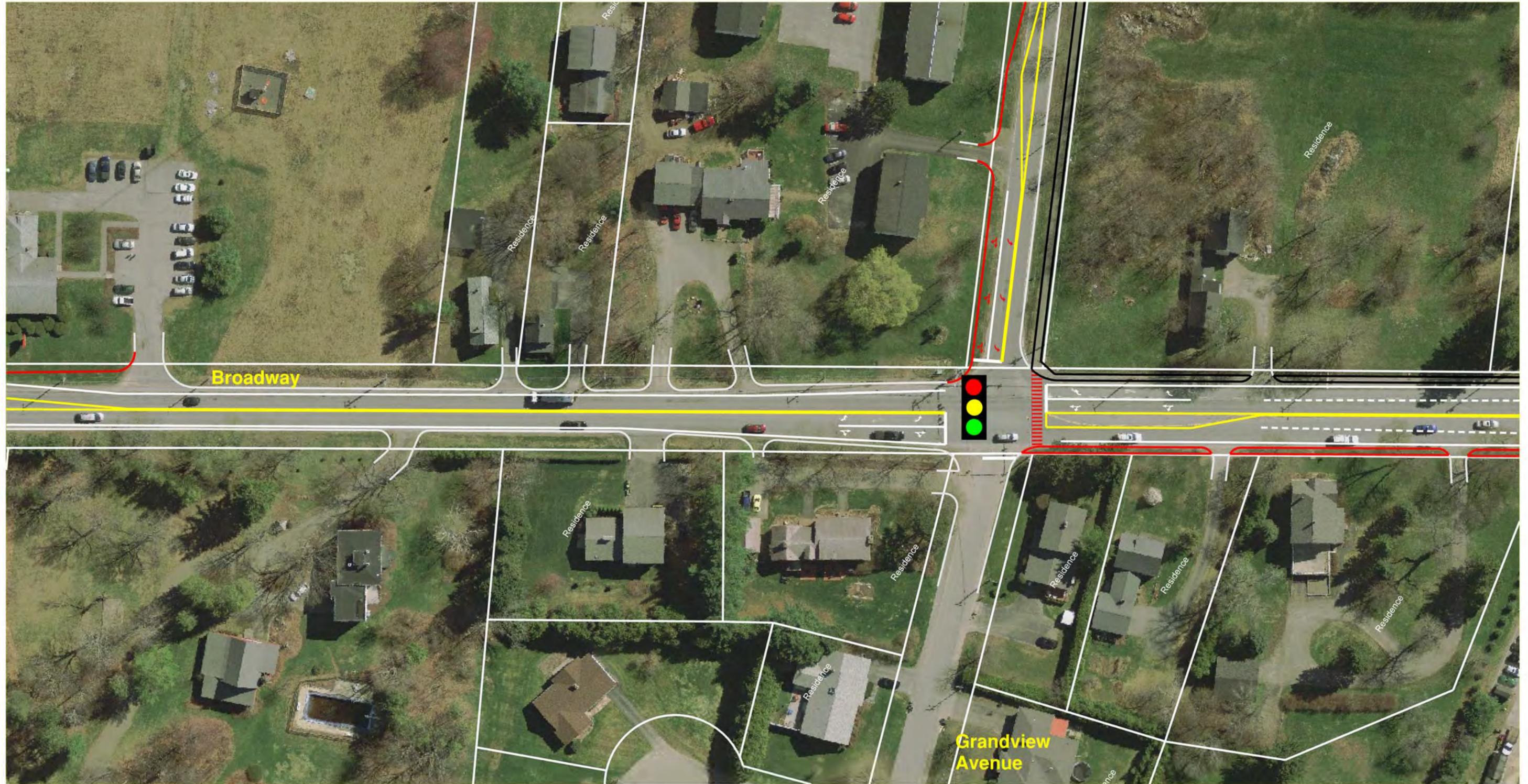


Figure 23: I-95 NB Roundabout Option

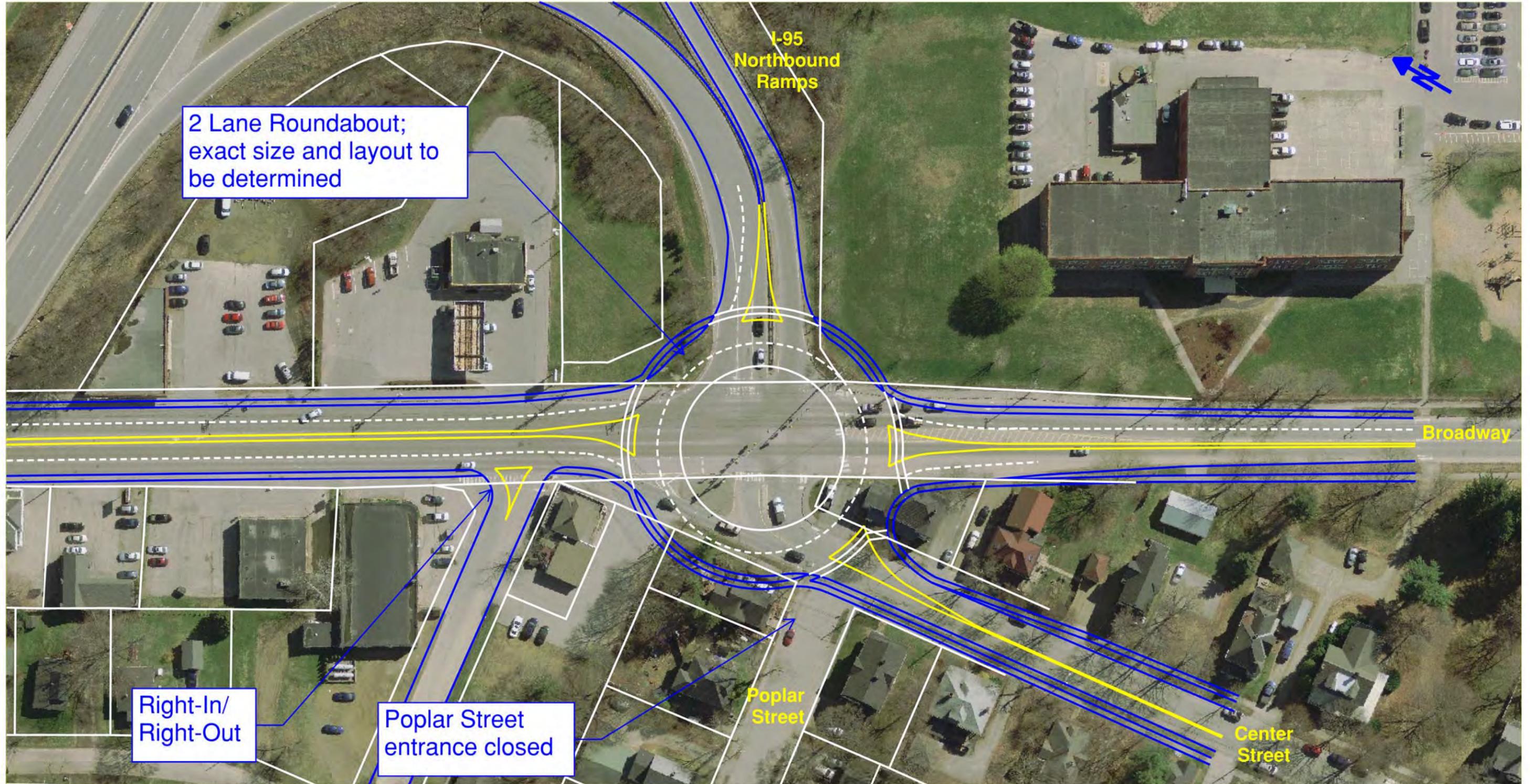


Figure 24: Adjustment for Tri City Pizza

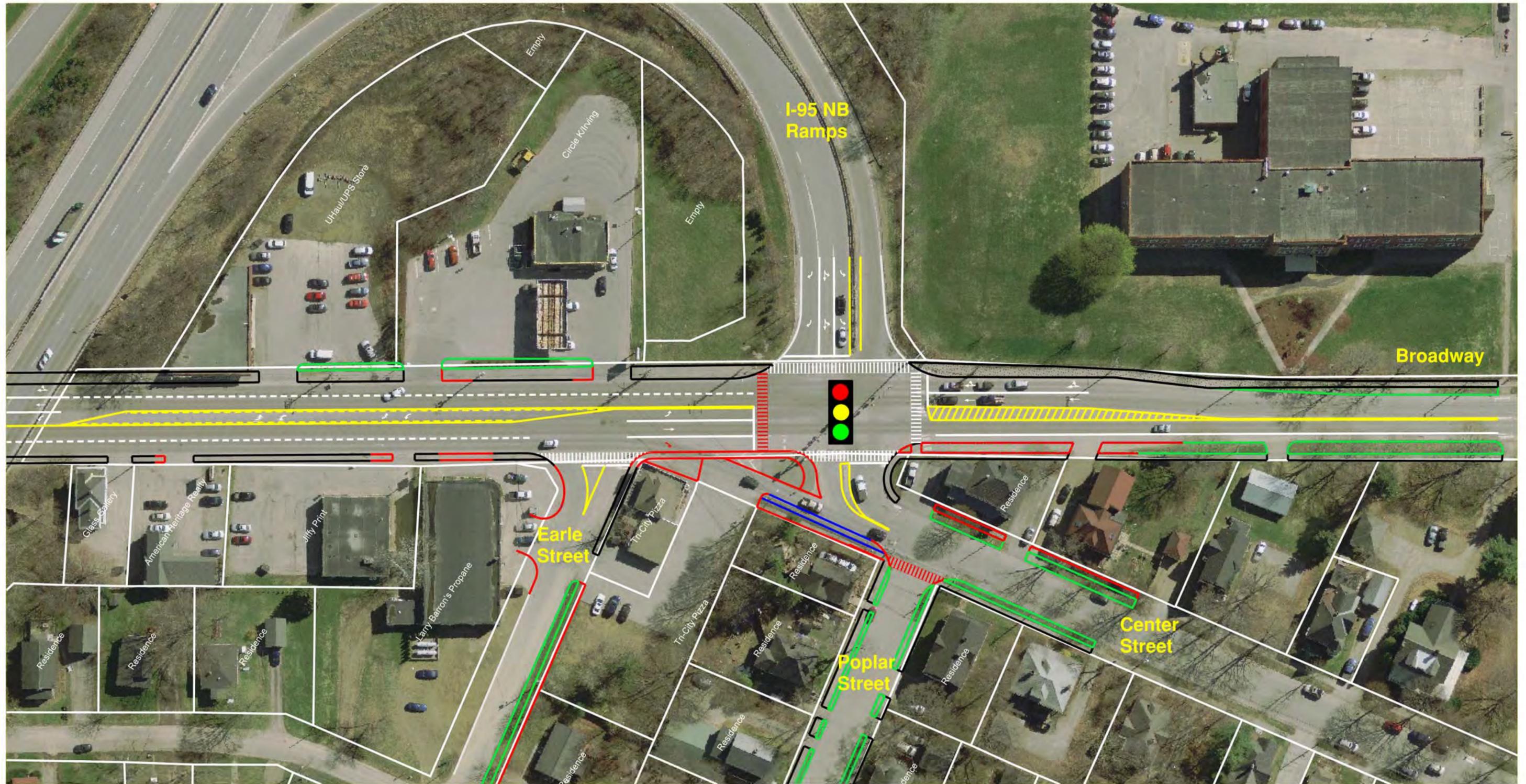


Figure 25: I-95 SB Roundabout Option

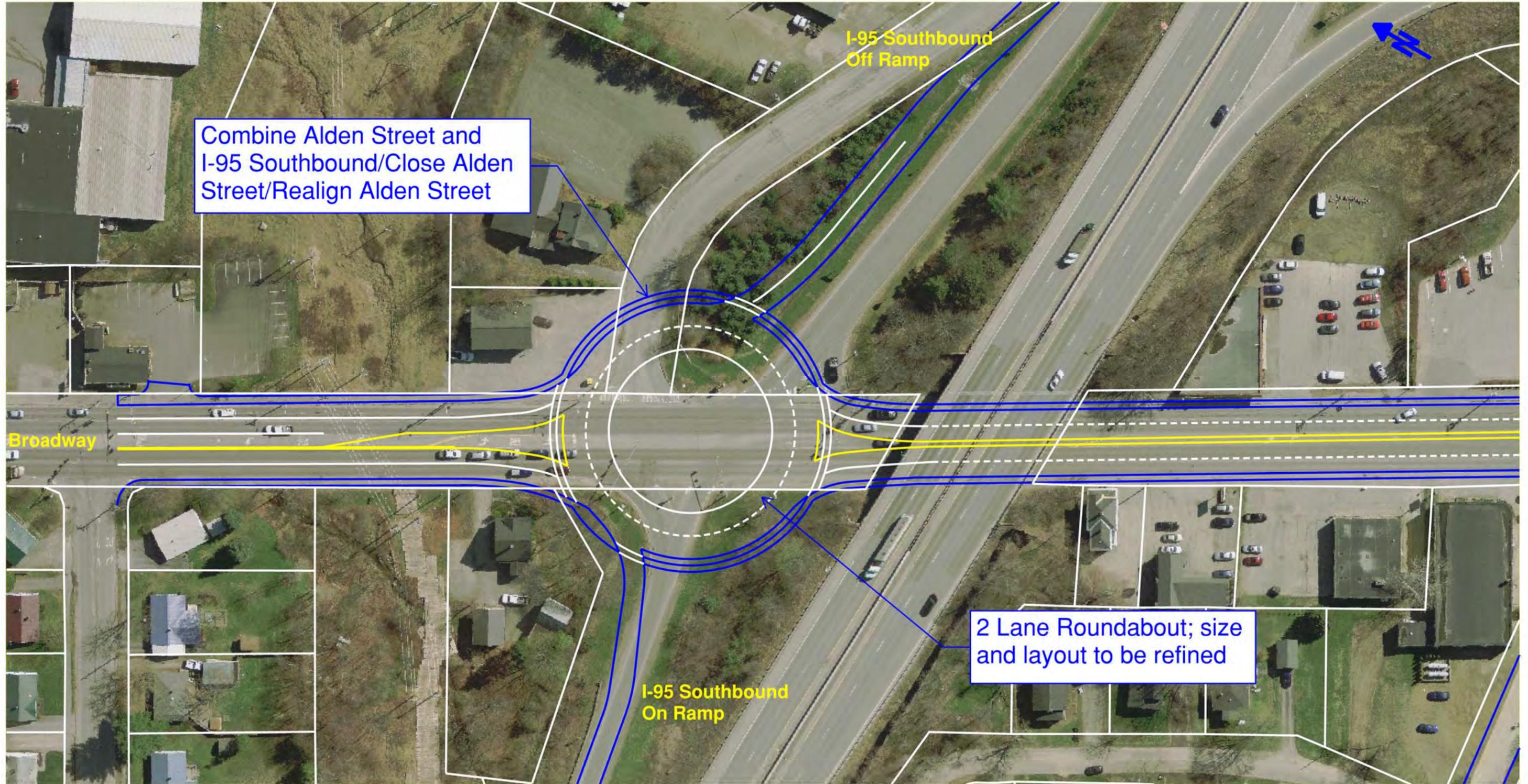


Figure 26: Broadway Cross-Section with Easterly Wide Sidewalk

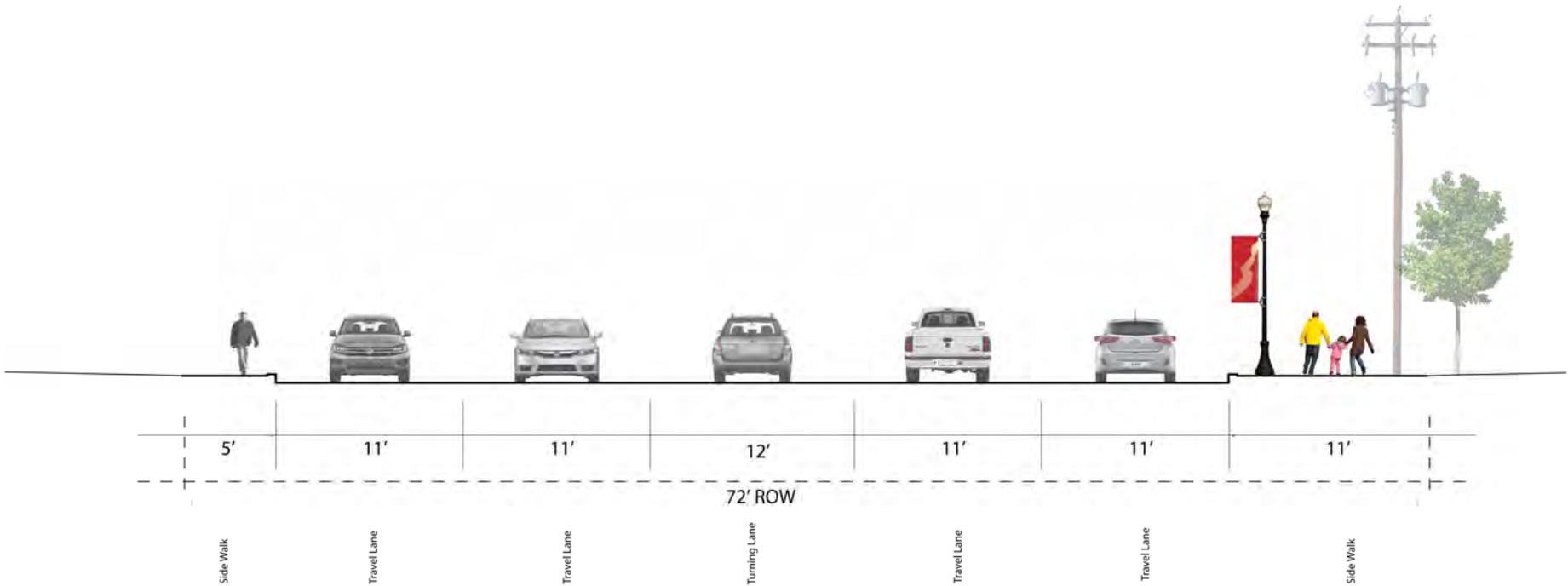


Figure 27: Broadway Cross-Section with Westerly Wide Sidewalk

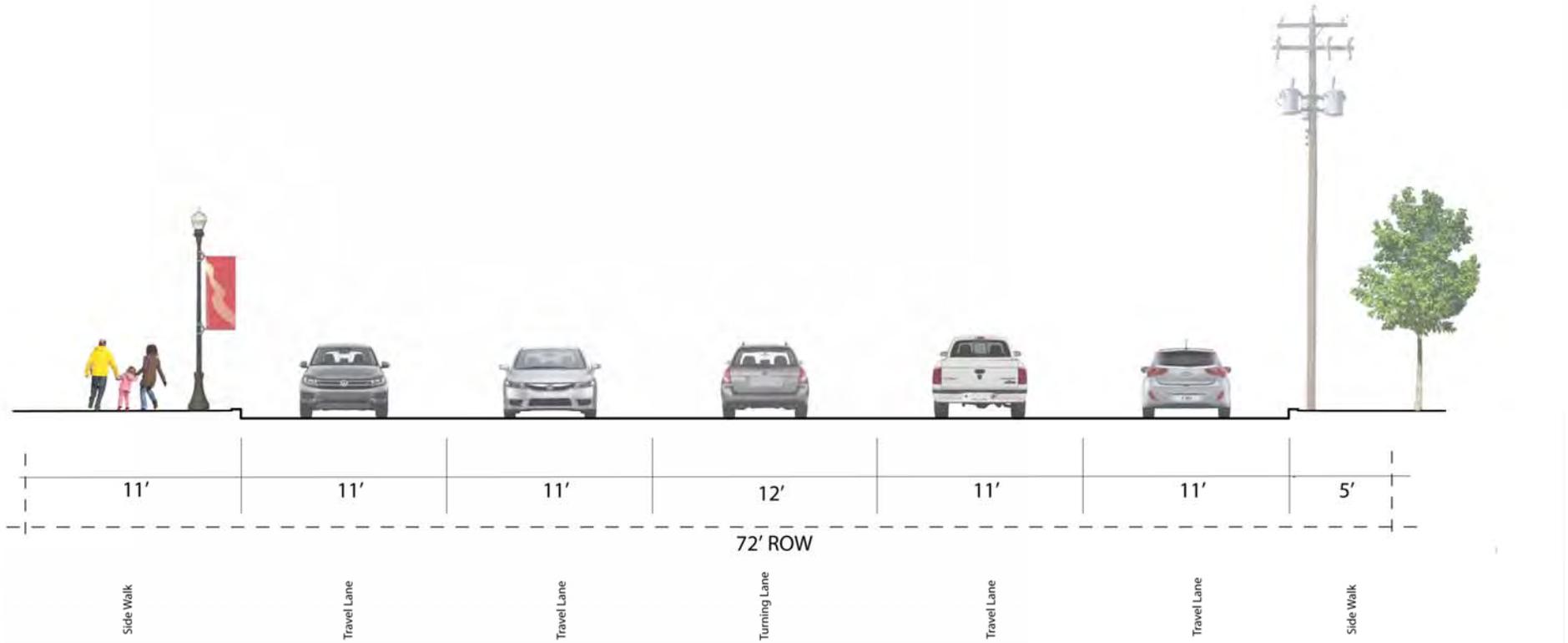


Figure 28: New Connections

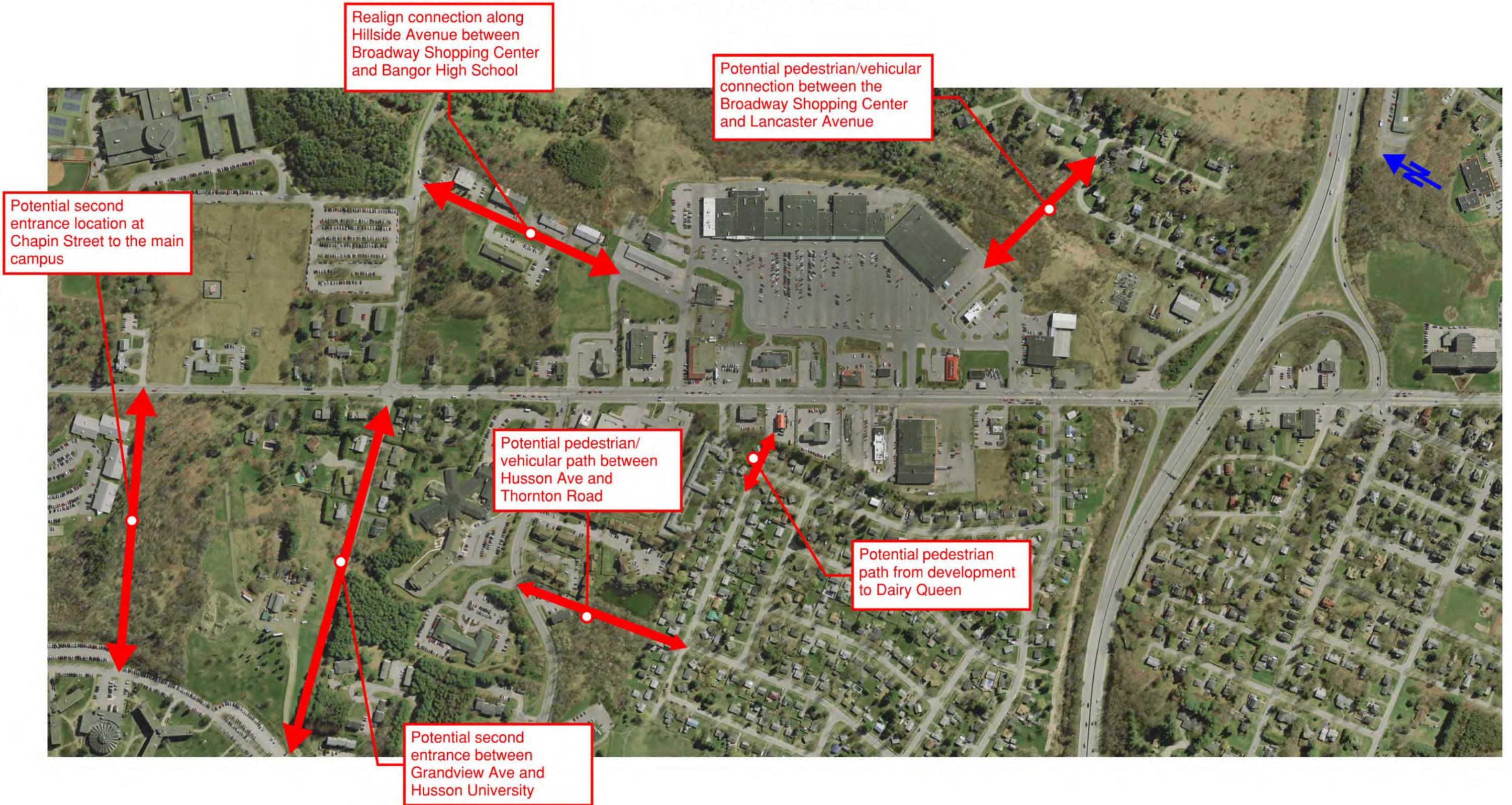


Figure 29: New Parallel Road System

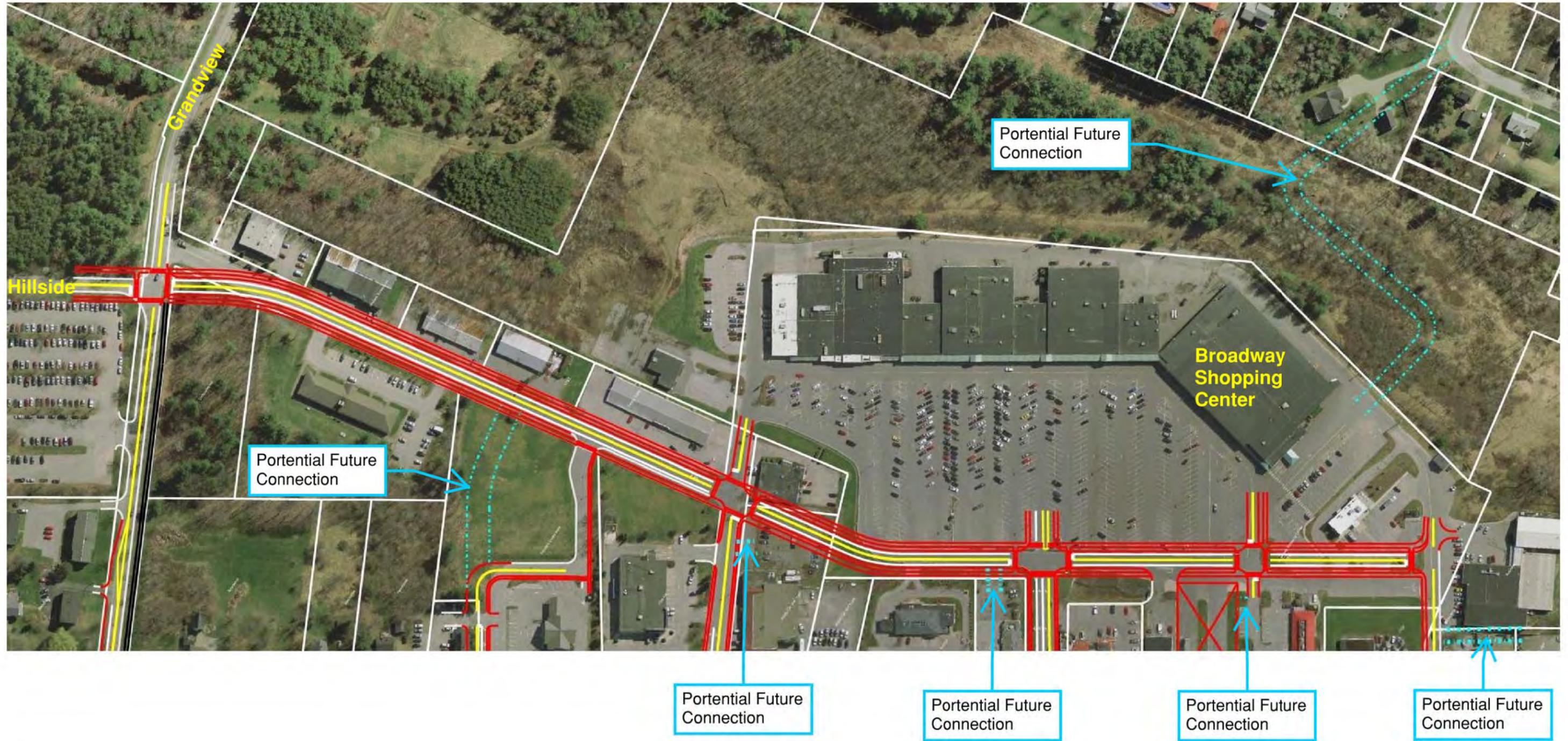


Figure 30: Hillside Drive Cross-Section

