

## Van Note, Bruce A.

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**From:** Elizabeth Roberts <earoberts@HNTB.com>  
**Sent:** Wednesday, August 24, 2016 2:18 PM  
**To:** Van Note, Bruce A.  
**Cc:** Norwood IV, Ralph C.; Zografos, Sara D.  
**Subject:** RE: Diversion Study

Bruce,

That is an excellent question. I think that we should have a discussion with Joyce regarding that. When I met with her and Ed, she asked Ed if he had any concerns. He said that he would like to understand the impacts to the three intersections in Eliot and South Berwick. At the end of the meeting, Joyce said to let them know if the Turnpike Authority would study those intersections.

Studying those intersections would only bolster your case regarding the traffic impacts of AET. But do you need it? Joyce did not seem concerned that there would be impacts to Route 1 in York and Ogunquit. Here are my thoughts - if you are looking for DOT to be comfortable with the findings, I think that they are. But, if you want them to be concerned with the impact of our findings – then we may need to do the additional analysis.

Elizabeth

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**From:** Van Note, Bruce A. [mailto:bvannote@maineturnpike.com]  
**Sent:** Wednesday, August 24, 2016 12:39 PM  
**To:** Elizabeth Roberts  
**Cc:** Norwood IV, Ralph C.; Zografos, Sara D.  
**Subject:** Diversion Study

*Elizabeth,*

*Following up on our conversation last week, I understand that MaineDOT (Joyce, Ed) are comfortable with essential findings of your analysis, which are summarized below (You've seen this summary already). Ed wanted more analysis on intersections, which I assume relates to the highlighted finding below.*

*I have some questions:*

- 1) Is my assumption regarding Ed / additional work and the highlighted finding correct?*
- 2) Would MaineDOT (Joyce?) now write a letter supporting the findings below, or do they want to wait for the additional work? If we took out the highlighted finding, would they be OK now? I'm trying to assess risk re: permit filing schedule.*

*Thanks, Bruce*

A 19-page memo regarding “Analysis of Traffic Impacts from AET in York” by Elizabeth Roberts, P.E. of HNTB dated August \_\_, 2016, copy attached as Appendix 2\_\_. This study analyzed the traffic impacts to state roads that would be caused by the 3,400 to 5,500 vehicles per day that CDM Smith estimated would be diverted away from the York Toll Plaza if it were converted to AET. Noteworthy conclusions include the following.

- a. Depending upon the time of year, the following ten (10) municipalities would experience significant impacts to key roadways and intersections: Ogunquit, York, Kittery, Eliot, Wells, South Berwick, Berwick, North Berwick, Sanford, and Kennebunk.
- b. Daily traffic on some of the state highways in York County could increase by 50% or more. In contrast, the Maine Turnpike would see only a proportionately small decrease in traffic.
- c. On the average weekday during the peak tourism months of July and August:
  - Some increases in traffic are expected along Route 1, but much higher increases are expected on other highways in York County including Route 236, Route 109/9, and Route 4. Several roadways would see increases of daily summer traffic of 50% or more.
  - Corresponding emissions would increase from the traffic on these state highways.
- d. In non-peak months:
  - More travelers would divert to Route 1, causing more congestion and stop-and-go conditions.
  - Traffic conditions that are currently experienced in July and August on Route 1 could occur in May, June, September, and October. This means that for the coastal Route 1 communities from Kittery to Wells, it will at times feel like “summer traffic” in six months of the year.
  - Two intersections that already operate at LOS F would see expected delays double or triple. In York, delays at the intersection of the Turnpike Connector and the southbound Turnpike off ramp would increase from 2 minutes to 4.2 - 6.3 minutes. In Ogunquit, delays at the intersection of Route 1 and Shore Road and Beach Street would increase from 1.2 minutes to 3.4 - 5.4 minutes.
- e. The need for signals and intersection improvements at several unsignalized intersections would be accelerated.

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