

**STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION**

Maine Turnpike Authority)	
Natural Resources Protection Act)	
Site Location of Development Act)	PRE-FILED DIRECT TESTIMONY
York Tollbooth Replacement)	OF JOHN ADAMS AND DAVID
L-27241-TG-A-N)	SULLIVAN
L-27275-TP-A-N)	

I. Introduction and Background

John Adams is the Senior Transportation Engineer at Milone & MacBroom, Inc. (“MMI”) and David Sullivan is an Associate & Senior Transportation Engineer at MMI. We have been asked to comment on two reports submitted by the Maine Turnpike Authority as part of the applications submitted to the Maine Department of Environmental Protection (“DEP”) in the above captioned proceeding. We have reviewed the September 14, 2016 report by HNTB and the April 14, 2014 report by CDM Smith with respect to predictions of traffic “diversions” from the Maine Turnpike due to the construction of an “All-Electronic Tolling” plaza as a replacement for the existing York, Maine tollbooth.

Copies of our resumes are attached at Exhibit “A.”

II. Executive Summary

Based on these reports, HNTB and CDM Smith have concluded that the imposition of a \$3.00 surcharge on non-EZ-Pass transponder holders will result in approximately 3,400 trip diversions per day from the Maine Turnpike.

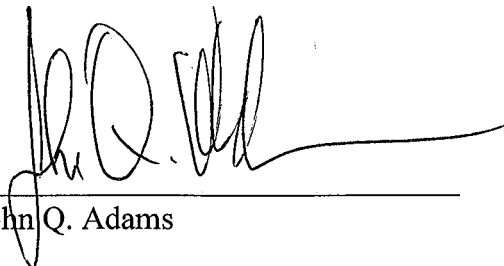
Although the methodologies utilized in the HNTB traffic studies for the average summer day and peak hour of the average day seem to be reasonable and consistent with industry practice, the diversion conclusions are problematic for two reasons. First, it's unclear if the inputs in the modeling have factored in the capacity constraints of the potential diversion routes.

In other words, the ability of the receiving roadways to receive additional vehicles, and the delays associated with these roadways, is an important factor in determining whether a motorist will divert from the primary highway. Given the existing excessive average delays and congestion levels that exist at many of the intersections on Route 1, this is a significant limiting factor for the amount of traffic that actually diverts.

Second, even with the high projected delays and congestion at some of the diversion route study intersections, these studies assume that, in reality, motorists will tolerate these significant delays. In reality this may not be the case, and these studies do not provide any quantifiable assessment of the subjective decision-making of travelling motorists.

A copy of our complete report is attached at Exhibit “B.”

Date: 4-7-17



John Q. Adams

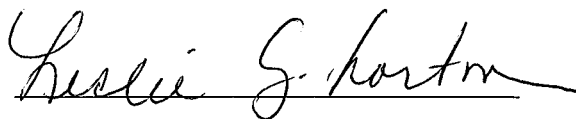
STATE OF MAINE

County of Cumberland

Date: April 7, 2017

Personally appeared before me the above named John Q. Adams, who, being duly sworn, did testify that the foregoing testimony was true and correct to the best of his knowledge and belief.

Before me,



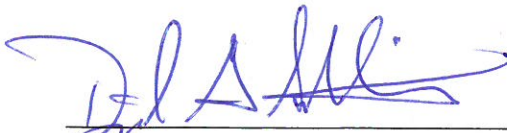
Leslie G. Norton

Notary Public

My commission expires: _____

LESLIE G. NORTON
NOTARY PUBLIC, MAINE
MY COMMISSION EXPIRES JULY 5, 2019

Date: April 7, 2017


David G. Sullivan

STATE OF ~~MAINE~~ Connecticut

County of ~~Cumberland~~ New Haven

Date: April 7, 2017

Personally appeared before me the above named David G. Sullivan, who, being duly sworn, did testify that the foregoing testimony was true and correct to the best of his knowledge and belief.

Before me,


Diana C. Berriman

Notary Public

My commission expires: _____

Diana C. Berriman
Notary Public-Connecticut
My Commission Expires
October 31, 2018