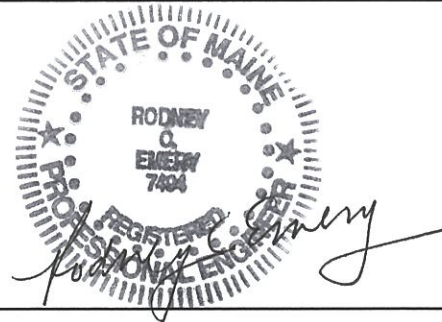

Date: June 22, 2015

To: Maine Turnpike Authority

From: Rodney Emery, PE, PTOE, FITE

Subject: York Toll Plaza Replacement Project
Recommended Alternative



Jacobs Engineering Group was retained by the Maine Turnpike Authority (MTA) to review locations for a replacement of the existing toll plaza currently located at approximately mile 7.3 on the Turnpike. An extensive review of the corridor yielded a series of alternative sites between mile 8.1 and 13.2 including a site near the existing toll plaza location in York that warranted further evaluation. A significant effort was expended to gather updated environmental data in the form of on the ground surveys of wetlands, vernal pools and streams as well as update information on floodplains, cultural/historical resource impacts and potential threatened/endangered species habitats. A series of evaluation criteria was developed, in collaboration with staff at the Turnpike, that consisted of Engineering/Safety, Environmental, Abutter Impacts, Logistics during Construction and Costs/Financials categories. A rating system was developed for each category of impact which was used to compare the alternatives. The alternative sites north of the existing toll plaza were selected based on engineering and environmental criteria and are located at approximately mile 8.1, mile 8.8, mile 10.0 and mile 13.2. Based on the work to date, this evaluation matrix supports the following recommendation.

Each of the alternatives had some categories of impacts that had similar results as the recommended alternative but overall we believe that the net positive attributes of alternative mile 8.8 make it the desirable choice for further study and evaluation. Clearly, the alternative that locates the new plaza at approximately mile 8.8 has superior Engineering and Safety benefits while minimizing environmental and abutter impacts compared to a reconstruction of the toll plaza in the vicinity of mile 7.3. The reconstructed toll plaza at mile 7.3 site would still have less than ideal geometric and safety characteristics because of the horizontal and vertical curves leading to the toll plaza and the poor safety record that has classified the approaches and departure zones as a high crash location according to Maine DOT historic records. Based on our teams' field investigation and research efforts, the wetland and stream impacts for the existing mile 7.3 alternative compared to the recommended location, range from 3 to 5 times higher. Additional benefits of the recommended alternative consist of less disruption to the travelling public, reduced construction time, and significant cost savings in the range of \$20 million.

Recommendation

Jacobs recommends continuation of the development and refinement of alternative for Mile 8.8 to continue pre-permitting activities and design refinement of this alternative.