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SUMMARY MEMORANDUM

TO: Mr. Tom Greer, P.E.
Pinkham and Greer
28 Vannah Avenue
Portland, ME 04103

DATE: June 27, 2014

RE: Preliminary Trip Generation Analysis for Proposed Medical Office Buildings in Portland

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The purpose of this memorandum is to summarize trip generation analysis prepared for the proposed medical office buildings on the Elks Lodge site off Unum Drive off Congress Street in Portland, Maine. The proposed medical office buildings are expected to provide up to 30,000 square feet of space.

The number of trips generated by the proposed medical offices was estimated using the most recent Institute of Transportation Engineers (ITE) ñTrip Generation, 9th Editionò report, published in 2012. Land use code (LUC) 720 ï Medical-Dental Office Building was used on the basis of 30,000 S.F. The results are summarized below:

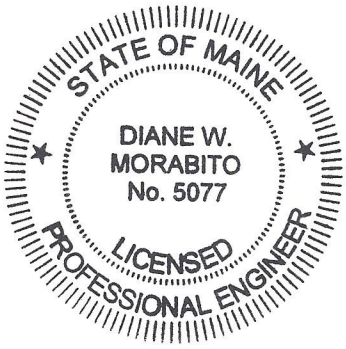
Trip Generation Summary – One Way-Trip Ends

Time Period	Entering	Exiting	Total
Weekday	542	542	1084
AM Peak Hour ï Adj. Street	55	14	69
AM Peak Hour - Generator	72	37	109
PM Peak Hour ï Adj. Street	28	76	104
PM Peak Hour ï Generator	54	80	134

As can be seen above, the medical offices will generate 109 one-way trips during their AM peak hour and 134 during their PM peak hour. During the AM and PM peak hours of the adjacent street system, Unum Drive and Congress Street, the medical offices are expected to generate 69 and 104 trips respectively. During the higher PM peak hour, the 104 trips will be distributed as 28 entering and 76 exiting. These 28 and 76 entering and exiting trips will be further split between eastbound and westbound Congress Street lanes. Assuming for this preliminary analysis, that they are evenly split, results in 38 new trips in each exit lane. Typically, a project will not have any impact on capacity unless it generates in

excess of 25 to 35 lane hour trips. Given that this project is expected to generate a maximum of 38 new lane hour trips no significant impact on operations at the signalized intersection of Congress Street and Unum Drive would be expected. Assuming that the signal operates on a 90 second cycle, the project will generate one additional vehicle in each exit lane per signal cycle. Again, generally, one additional vehicle per signal cycle would not be expected to have a major impact on capacity or signal operations. Also note some reduction is expected in PM peak hour Elks trips due to the proposed reduction in building size, which would further reduce the potential impact of the medical office buildings.

As always, please do not hesitate to contact me if you or the City of Portland have any questions or concerns regarding this preliminary analysis. Given that this is based upon preliminary trip generation analysis, without traffic counts or capacity analysis, the level of impact would be confirmed in a later traffic study required for the Planning Board approval process.



Sincerely,

Diane W. Morabito

Diane W. Morabito, P.E. PTOE
President