

DCP Searsport, LLC  
*USACE Application No.: NAE-2010-02347*  
Response to USACE Information Request  
Dated January 4, 2012

## RESPONSES TO REQUEST FOR ADDITIONAL INFORMATION

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### ATTACHMENT D

MaineDOT Correspondence

## Wallace, Steve (S.Portland,ME-US)

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**From:** Wallace, Steve (S.Portland,ME-US)  
**Sent:** Saturday, January 07, 2012 4:10 PM  
**To:** 'Graham, David W'; Paul, Richard M  
**Subject:** Response to Army Corps RE Traffic/Roads

David/Rick-

Here's some background information that may make it easier for David's contact at the Maine Better Transportation Association and Rick's contact (Rob Elder) at MaineDOT to understand what we would like them to help us out with.

Here is the request from the Corps:

g. Many letters focus on the impact of increased truck traffic on the community (noise, traffic congestion, road degradation, etc). Please verify the number of trucks anticipated and put this increase into perspective with existing traffic volume and composition in the community. Will propane vehicles follow the same traffic patterns and travel the same time of day that existing traffic does? What is the applicant's response to allegations that municipal roads will be degraded at a higher rate by propane truck traffic?

Our projections for truck traffic are:

**Maximum Possible** Loading Schedule

9 trucks/hour, 144 trucks/day, 9,000 trucks/year

**Typical** Loading Schedule during peak activity at the Terminal

4-6 trucks/hour, 50-60 trucks/day

Our projections of daily worker commuter traffic during normal operations are:

12-14 full time employees

The part of this that we'd like them to weigh in on is whether the truck traffic in and out of the DCP Terminal will have any significant effect on traffic congestion or safety in Searsport or if it will cause wear and tear on the roads and bridges at a higher rate compared to the existing traffic. We do not need them to say whether they are in favor of the project or not.

Here are some excerpts from our local application that they could simple reference and say they agree with our analysis. OR they could chose to provide their own views on the effect on traffic congestion/safety and additional road degradation, or perhaps some of both. The **bold** text is the standard or requirement; underlined text is our response to demonstrate we will meet these various standards or requirements. The responses we would like them to agree with or provide their own analysis for are highlighted in **yellow**.

From the Land Use Standards in the Searsport Land Use Ordinance

**B) Access Requirements. Access to public roads shall be strictly controlled in both location and design. Provision shall be made for adequate access to safeguard against hazards to traffic and pedestrians in the road and within a developed area, to avoid traffic congestion on any road and to provide safe and convenient circulation on public roads. All state roads are subject to MDOT's Access Management Standards.**

Critical factors in the location and design of the DCP Terminal entrance and exit driveways were that these access points to public roads provide appropriate safeguards against hazards to traffic and pedestrians in the roads, provide safe and convenient circulation on public roads, and avoid traffic congestion on any road. The exit roadway onto U.S. Route 1 also addresses MDOT's Access Management Standards, as evidenced by the issuance of a Driveway/Entrance Permit from MDOT. The entrance and exit driveways are being designed to avoid the need for trucks to park on public roads while waiting to be loaded, and to ensure safe and efficient vehicle circulation within the Terminal.

An Application Requirement from the Searsport Site Plan Review Ordinance

**Provide a written statement that includes:**

**k. The applicant's evaluation of the availability and suitability of off-site public facilities, including sewer, water, streets, parking, solid waste and schools.**

See Appendix H for correspondence with the water and sewer district superintendents, and Appendix M for DCP's evaluation of the availability of waste disposal services.

With regard to public schools, during routine operations DCP expects to have approximately 12-14 full time employees at the Terminal. A similar number of specialized contract workers could be needed in areas such as security and various trades. Many of the full time employees and contract workers will be hired from the local area. Construction workers that are not currently living in the local area are not expected to relocate their families due to the relatively short construction period. As a result, the increased demand on public schools will be insignificant.

During routine operations, the small increase in daily commuting traffic noted above will be insignificant compared to the existing traffic on U.S Route 1 and Station Avenue. Increases in daily commuting traffic during construction will be short-term and, as discussed below, the additional truck traffic during operation is not expected to result in an increase in public road congestion or public road damage; therefore, that will also be the case for daily commuting traffic during construction.

The most significant potential impact from Terminal-related traffic would be from the LPG trucks that would be filled at the terminal's truck load-out station and would then transport their product to various distribution points in Maine. The maximum annual LPG throughput expected at the facility could potentially result in up to 9,000 LPG trucks entering and leaving the terminal per year. In reality, the likelihood of reaching 9,000 LPG trucks per year is small given that this would require that the Terminal's maximum annual throughput is realized and that all of the product leaves the Terminal by truck, with none leaving by rail. In comparison, the number of trucks currently entering and exiting the existing Mack Point Terminal alone, which currently serves both the Irving Oil Corporation tank farm and the Sprague Energy Corporation tank farm and dry cargo storage facility, is estimated at approximately 20,000 per year on average with up to approximately 30,000 trucks per year as a maximum. A more meaningful assessment of LPG truck traffic is the anticipated daily maximum of 50 to 60 trucks, which would only occur during the peak of the heating season, when tourist traffic is at its lowest. In addition, all 50-60 of these trucks would not represent additional traffic in Searsport, since many LPG delivery trucks already use this portion of the highway to distribute LPG from other locations in Maine and would now be picking up their cargo in Searsport rather than driving straight through.

Traffic data compiled by the Maine Department of Transportation and available through its Bureau of Transportation Systems Planning estimate the annual average daily traffic volume on U.S. Route 1 near the terminal site in 2010 at approximately 10,500 vehicles per day, over 800 of which were commercial truck traffic with more than two axles. Based on this annual daily average, the total annual traffic volume on this portion of Route 1 is approximately 3.8 million vehicles, nearly 300,000 of which are multi-axle trucks.

An increase of approximately 50 trucks per day utilizing this portion of U.S. Route 1 and Station Avenue primarily during the winter months, compared to the existing commercial truck and other traffic, will not result in additional congestion or damage to public roads.

DCP does not expect to need off-site parking facilities during construction. However, should supplemental parking be required off-site during construction, DCP will utilize existing, private parking areas in the area. There will be no need for off-site parking facilities during operation.

A Performance Standard from the Searsport Site Plan Review Ordinance

**4. Parking and Circulation. The layout and design of all means of vehicular and pedestrian circulation, including walkways, interior drives and parking areas shall provide for safe general interior circulation, separation of pedestrian and vehicular traffic, service traffic, loading areas, and arrangement and use of parking areas,**

The layout and design of the DCP Terminal provides for one way vehicular circulation for the most heavily used interior roadways, ample parking/waiting areas for truck traffic to avoid the need for trucks to be parked on public roads, a separate truck loading area that does not interfere with interior circulation, a separate parking area for employees, and for movement by foot within the facility for employees. This design will provide for safe general interior circulation and parking. No unattended public vehicular or pedestrian traffic will be allowed within the Terminal.

Thanks. Give me a call if you have questions, Steve.

Steven Wallace  
Senior Project Manager



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**Wallace, Steve (S.Portland,ME-US)**

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**From:** Landry, Stephen [Stephen.Landry@maine.gov]  
**Sent:** Tuesday, January 10, 2012 10:29 AM  
**To:** Wallace, Steve (S.Portland,ME-US)

Steve,

Here are my comments on the analysis of the effects on local traffic and roads that you provided me from your application.

MaineDOT access management rules say that access points need to be put in a safe place, which means they have proper sight distance coming out onto one of our roadways. Since a permit was issued by MaineDOT, the access point meets our standards and as such should be a safe access.

If the company is going to run in the order of 4 to 9 trucks an hour, that is one about every 6½ to 15 minutes, which would not have any true impact on congestion. The amount of additional traffic expected from the proposed propane terminal is well below the threshold that would require a Traffic Movement Permit from the MaineDOT. Being a large truck the vehicles will have more impact on the roadway than a passenger car vehicle, but no more than any other truck traveling on the roadway.

I think your analyses do a great job describing the expected effect from the proposed propane terminal on local traffic and roads. Let me know if you need some more or in a different format.

Stephen Landry  
Assistant State Traffic Engineer  
MaineDOT

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