

October 17, 2016

Greenwich Township Planning Board  
Municipal Building  
420 Washington Street  
Gibbstown, NJ 08027

**Re: Traffic Statement  
DRP Gibbstown Logistics Center  
Subterranean Hard Rock Cavern – Liquefied Petroleum Gas (LPG) Operation  
Greenwich Township, Gloucester County, New Jersey  
Langan Project No.: 130088803**

Dear Board Members:

Langan Engineering & Environmental Services has prepared this traffic statement for the proposed liquefied petroleum gas (LPG) operation in the subterranean hard rock cavern at the DRP Gibbstown Logistics Center. Specifically, we performed the following tasks:

- Reviewed the site plans,
- Reviewed the proposed LPG operation, and
- Estimated trip generation.

We have concluded the proposed LPG operation will not generate any significant amount of traffic, as the vast majority of the LPG will be brought to the site by rail. The LPG will leave the site by rail and truck; however, the LPG operation will have a maximum loading capacity of only 48 trucks per day. Consequently, even during peak operations, traffic impacts of the proposed LPG operation will not be significant and area traffic operations will remain largely unchanged.

## **PROPOSED LPG OPERATION DESCRIPTION**

LPG is in high demand during winter months and has relatively little to no demand all other times of the year. The existing subterranean cavern will be used to receive and store LPG during low demand times and receive and ship LPG during high demand times. Accordingly, the following operation is anticipated:

**April through August (Filling Operation)** – During these months the subterranean cavern will receive LPG. Approximately 90% of the LPG will arrive by rail and 10% will arrive by truck.

**September and October (Idle Operation)** – During these months, the subterranean cavern will have little to no activity and will remain full of LPG.

**November through March (Emptying/Filling Operation)** – During these months of LPG peak demand, the subterranean cavern will ship and receive LPG. Approximately 90% of the LPG will arrive by rail and 10% will arrive by truck. Approximately 90% of the LPG leaving the site will be transported by truck, with the remaining 10% leaving by rail from the site.

## **TRIP GENERATION**

The subterranean cavern has a capacity of approximately 176,000 fluid barrels (bbls) and is expected to be operated by three full-time workers. During filling operations, approximately 90% of the LPG will be transported by rail and 10% by truck to the site. During withdrawal operations, approximately 90% of the LPG will be transported by truck and 10% by rail from the site. The LPG will be pumped between the subterranean cavern and the railcars or trucks.

We were provided the following loading/unloading information for each transportation mode:

**Railcars** – Each railcar has a capacity of 667 bbls and takes approximately two hours to load/unload. The LPG operation will have the capacity to load/unload six railcars at a time. While up to 18 railcars could be either loaded or unloaded in one day, daily shipments consisting of approximately six railcars are anticipated to constitute the vast majority of rail service to the cavern.

**Trucks** – Each tanker truck has a capacity of 190 bbls and takes approximately one hour to load/unload. The LPG operation will have the capacity to load/unload two trucks at a time, which equates to at most 48 trucks being loaded or unloaded in one day.

We were also provided the following projected use of the subterranean cavern:

**April through August (Filling Operation)** – The subterranean cavern will receive LPG until the cavern capacity is reached. Assuming the subterranean cavern is empty at the start of April, approximately 238 railcars and 93 trucks will be unloaded over this five-month period.

**September and October (Idle Operation)** – During this period, the subterranean cavern will have little to no activity and will remain full of LPG; therefore, we anticipate no railcars or tanker trucks will be loaded or unloaded.

**November through March (Emptying/Filling Operation)** – During these five months, the applicant anticipates receiving 352,000 bbls and shipping 528,000 bbls of LPG, essentially turning over the capacity of the subterranean cavern three times. Over that time, a daily

average of less than four railcars and two trucks will be unloaded, and less than 17 tanker trucks and one railcar will be loaded.

Based on the above information, the LPG operation would generate a maximum of 48 trucks entering the site and 48 trucks exiting the site over a 24-hour period, with no single hour having more than two trucks exiting the site. The only other traffic that would be generated to the surrounding road network would be for the three anticipated full-time employees driving to and from the site each day. From a traffic operations perspective, the proposed LPG operation will not generate a significant amount of traffic and area traffic operations will remain largely unchanged.

## **TRUCK ROUTES**

All trucks will be mandated to follow the prescribed site entry and exit routes, as more specifically described below:

Trucks entering the proposed facility shall follow the route described below:

- Exit Route 295/130 at Exit 14 onto Repauno Station/Floodgate Road (County Route 684) heading northbound;
- Turn right onto Broad Street (State Highway Route 44) heading northeasterly toward Gibbstown; and
- Turn left onto North Repauno Avenue at its intersection with Broad Street and head north toward the site onto C Line Road.

Once on-site, inbound trucks will follow C Line Road northbound to Broadway, where they will turn left toward the cavern. At the proposed operations building, trucks will turn right to gain access to the truck dock. If required, inbound trucks will queue along Broadway before accessing the truck dock.

Upon completing the loading, outbound trucks will leave the truck dock and turn right onto Broadway heading westbound toward A Line Road. Trucks will follow A Line Road southbound and connect to C Line Road using A Line Road Extended.

Trucks exiting the site shall follow the route described as follows:

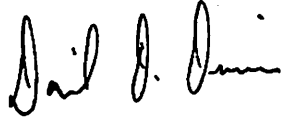
- From C Line Road heading south, exiting the site along North Repauno Avenue;
- Continue south through the Broad Street intersection to the intersection of South Repauno Avenue and Democrat Road (County Route 673);
- Turn left from South Repauno Avenue onto Democrat Road heading southeast toward Route 295/130; and
- Turn Right at Swedesboro Road to access Route 295/130 ramps at Exit 16A.

**CLOSING**

Should you have any questions or comments concerning this traffic statement, please do not hesitate to contact our office.

Very truly yours,

**Langan Engineering and Environmental Services, Inc.**



Daniel D. Disario, P.E., PTOE  
Principal/Vice President

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