



**US Army Corps
of Engineers®**
Philadelphia District

Wanamaker Building
100 Penn Square East
Philadelphia, PA 19107-3390
ATTN: CENAP-OP-R

Public Notice

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| Public Notice No. | Date |
| CENAP-OP-R-2007-1125 | March 5, 2018 |

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| Application No. | File No. |
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In Reply Refer to:
REGULATORY BRANCH

This District has received an application for a Department of the Army permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

The purpose of this notice is to solicit comments and recommendations from the public concerning issuance of a Department of the Army permit for the work described below.

APPLICANT: South Jersey Port Corporation
101 Joseph A. Balzano Boulevard
Camden, New Jersey 081031
Attn: Mr. Kevin Castagnola

AGENT: Christopher Lawrence
CH2M Hill
2301 Chestnut Street
Philadelphia, Pennsylvania 19103

WATERWAY: Delaware River and Mantua Creek

LOCATION: The former BP Oil Terminal and the former Essex industrial Facility, Block 1, Lots 1, 2, 3, 4, 5, 8, 18 through 24; Block 1.02, Lot 3; Block 1.03, Lot 3; Block 1.04, Lots 1 and 2; Block 1.07, Lots 20, 23, 26-44; Block 1.13, Lot 6; and Block 1.14, Lots 45-49; Borough of Paulsboro, Gloucester County, New Jersey.

ACTIVITY: The applicant proposes to complete the construction of the Paulsboro Marine Terminal by installing the remaining mooring and cargo off-loading structures at the existing port facility. This office issued a permit in January 2011 for the construction of the Paulsboro Marine Terminal. Work authorized previously by this office included dredging within the Delaware River and Mantua Creek the construction of the Paulsboro Marine Terminal. Work authorized previously by this office included dredging within the Delaware River and Mantua Creek, construction of a low profile bulkhead, construction of an access road and bridge across Mantua Creek, construction of a shoreline and the installation of the current wharf structure (See Drawing E-1 for existing site conditions). The previously issued permit expired on December 31, 2016. The proposed structures described below were previously approved by this office, but were not constructed within the timeframe of the now expired permit due to financial consideration.

Upstream of the existing structure, a “C” shaped structure would be installed at the site. The structure would be 125’ wide and would extend 540’ along the Delaware River and 550’ along Mantua Creek. Downstream of the existing structure, a 950’ structure would be installed at the site, running parallel to the shoreline. Approximately 1750, 24-inch diameter steel or concrete piles would be used to support the deck structures (830’ up-river of the existing structure and 930’ down-river of the existing structure). Water and electrical service will be extended to the new structures from the adjacent existing structure. Two high mast light poles, on the back end of the wharf would be constructed to illuminate the structures. One light mast will be located at approximately the midpoint of the up-river extension and the other will be located at approximately the midpoint of the down-river extension

Pile caps will be made with cast-place concrete. A composite deck (cast-in-place slab over precast beams) will be constructed over the pile caps. The piles will be installed from barge mounted cranes or from land-based equipment operating off of constructed portions of the wharf. The construction equipment would be located no closer than 400’ from the edge of the Federal navigation channel. The berths are programmed to each accommodate Handymax class cargo vessels, which are typically 650’ long and 95’ wide. The berth on Mantua Creek is designated as a barge berth. The barge berth is 550’ long and is programmed to accommodate a typical 400’ long by 100’ wide barge. The wharf dimensions facilitate securing the vessel’s mooring lines, personnel access, crane operations, cargo lay down areas, truck and equipment drive aisles, safety areas, rail operations, and truck circulation routes. Additional pile-supported rail and vehicle trestles connect the berths to the mainland operations. No discharge of dredge or fill material would be required to complete this portion of the project.

PURPOSE: To expand a deep water bulk and break bulk marine terminal which will be capable of mooring several vessels simultaneously.

A preliminary review of this application indicates that species listed under the Endangered species Act or their critical habitat pursuant to Section 7 of the ESA as amended, maybe present in the action area. The ACOE will forward this PN to the US Fish and Wildlife Service or National Marine Fisheries Service with a request for technical assistance on whether any ESA listed species or their critical habitat maybe present in the area which would be affected by the proposed activity. The Philadelphia District will evaluate the potential effects of the proposed actions on ESA listed species or their critical habitat and will consult with NOAA Fisheries as appropriate. ESA Section 7 consultation will be concluded prior to the final decision on this permit application.

The decision whether to issue a permit will be based on an evaluation of the activity's probable impact including its cumulative impacts on the public interest. The decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the work must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the work will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs and welfare of the people. A Department of the Army permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Comments on the proposed work should be submitted, in writing, within 30 days to the District Engineer, U.S. Army Corps of Engineers, Philadelphia District, Wanamaker Building, 100 Penn Square East, Philadelphia, Pennsylvania 19107-3390.

Historic properties eligible for or listed on the NRHP are within the permit area, but will not adversely be affected by the proposed action. A determination of "No Adverse Effect" will be coordinated with the SHPO and the Tribal Nations.

The Magnuson-Stevens Fishery Conservation and Management Act requires all federal agencies to consult with the NOAA Fisheries all actions, or proposed actions, permitted, funded, or undertaken by the agency that may adversely affect Essential Fish Habitat (EFH). A preliminary review of this application indicates that EFH is present within the project area. The Philadelphia District will evaluate the potential effects of the proposed actions on EFH and will consult with NOAA Fisheries as appropriate. Consultation will be concluded prior to the final decision on this permit application.

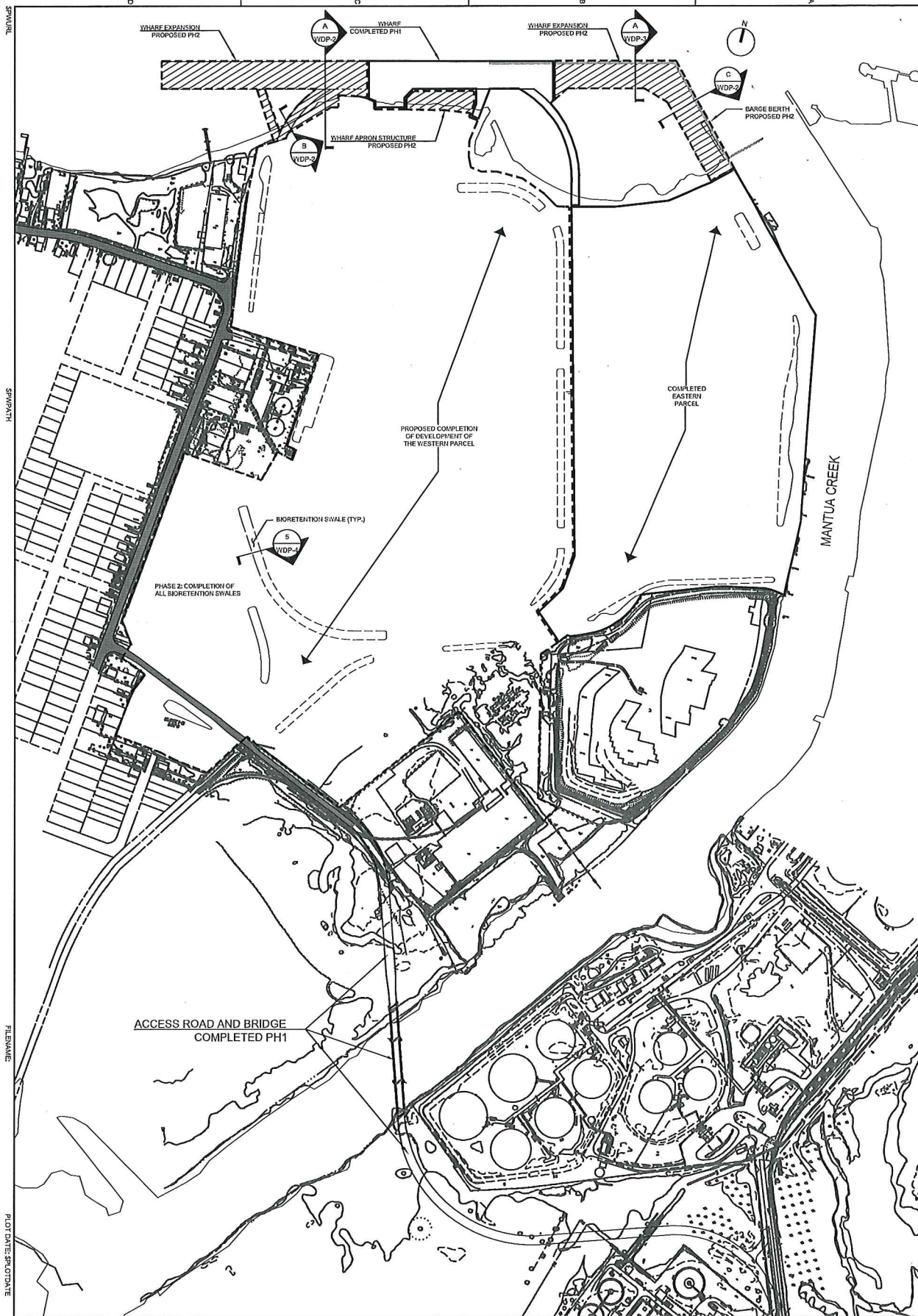
In accordance with Section 307(c) of the Coastal Zone Management Act of 1972, applicants for Federal Licenses or Permits to conduct an activity affecting land or water uses in a State's coastal zone must provide certification that the activity complies with the State's Coastal Zone Management Program. The applicant has stated that the proposed activity complies with and will be conducted in a manner that is consistent with the approved State Coastal Zone Management (CZM) Program. No permit will be issued until the State has concurred with the applicant's certification or has waived its right to do so. Comments concerning the impact of the proposed and/or existing activity on the State's coastal zone should be sent to this office, with a copy to the State's Office of Coastal Zone Management.

Any person may request, in writing, to the District Engineer, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for a public hearing shall state in writing, with particularity, the reasons for holding a public hearing.

Additional information concerning this permit application may be obtained by calling Lawrence Slavitter at 215-656-6734, via email at lawrence.m.slavitter@usace.army.mil, or writing this office at the above address.

A handwritten signature in blue ink, reading "Edward E. Bonner". The signature is fluid and cursive, with the first name "Edward" and last name "Bonner" clearly distinguishable.

Edward E. Bonner
Chief, Regulatory Branch



ch2m

PHASE 2 PERMITTING

PROPOSED SITE LAYOUT

PAULSBORO MARINE TERMINAL
BOROUGH OF PAULSBORO AND
TOWNSHIP OF WEST DEPTFORD
GLOUCESTER COUNTY, NJ

| NO. | DATE | REVISION | BY | APVD |
|------|------|----------|----|------|
| DSGN | | CHK | | |
| DR | | | | |
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DATE: 2/23/18

PROJ: 400388

DWG: WDP-1

SHEET: 1 OF 4

SCALE: 1" = 100'

DATE: 2/23/18

PROJ: 400388

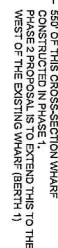
DWG: WDP-1

SHEET: 1 OF 4

ISSUED FOR PERMIT REVIEW

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$$1'' = 30'$$

WDP-1

NTS

WDP-1

 $\tau = 30^\circ$

WDP-1

PHASE 2 PERMITTING

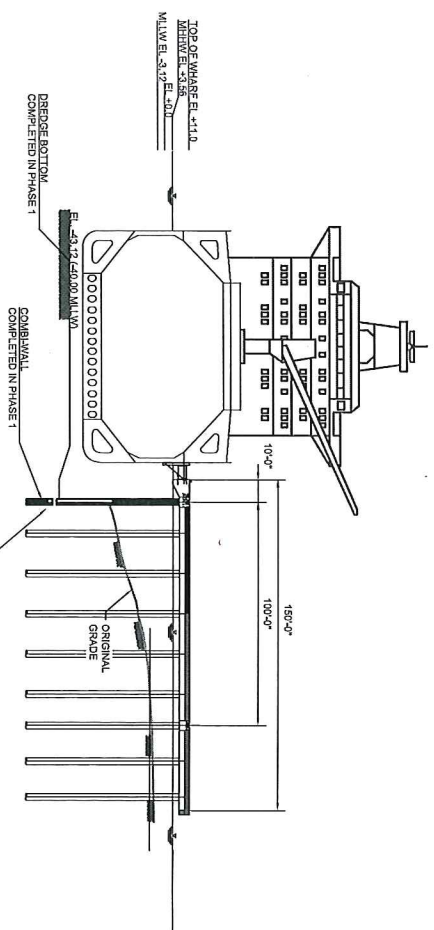
WHARF CROSS SECTIONS

PAULSBORO MARINE TERMINAL
BOROUGH OF PAULSBORO AND
TOWNSHIP OF WEST DEPTFORD
GLOUCESTER COUNTY, NJ

[illegible]

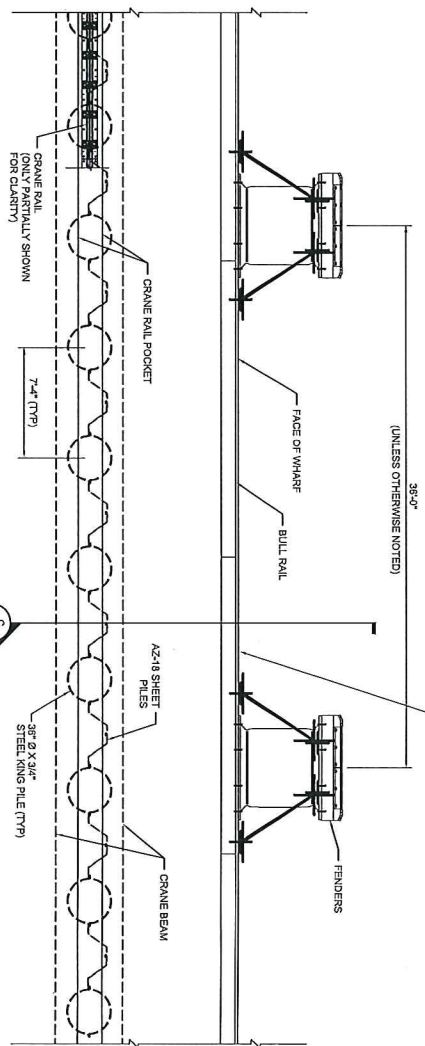
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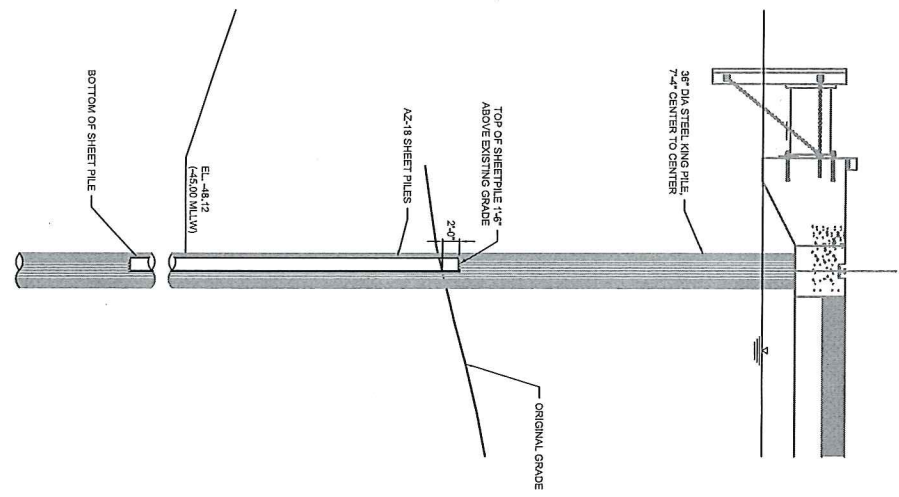


TYPICAL WHARF SECTION - BERTH 3
1" = 30'

FULL LENGTH OF COMBIWALL COMPLETED. APPROX 300' OF WHARF AT COMBIWALL COMPLETED IN PHASE 1. PHASE 2 PROPOSAL WILL EXTEND THIS WHARF LAYOUT TO THE EAST (BERTH 3).



PLAN OF COMBI-WALL SYSTEM
1/4" = 1'-0"



**ENLARGED COMBI-WALL DETAIL
CUT THROUGH SHEET PILE
COMPLETED IN PHASE 1**
3/16" = 1'-0"

FILENAME: WDR3.dwg

PLOT DATE: 2/20/2018

PLOT TIME: 1:59 AM

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| | | | |
| PHASE 2 PERMITTING BERTH 3 WHARF DETAILS | | PAULSBORO MARINE TERMINAL BOROUGH OF PAULSBORO AND TOWNSHIP OF WEST DEPTFORD GLOUCESTER COUNTY, NJ | |
| NO. _____ DATE _____ DSGN _____ | DR _____ CHK _____ APVD _____ | BY _____ APVD _____ | REVISION _____ NO. _____ DATE _____ |
| VARIATION SCALE ORIGINAL DRAWING DATE 1/23/18 PROJ 40383 DWG WDR-3 SHEET 3 OF 4 | | RELEASE OF DOCUMENTS: THIS DOCUMENT AND THE IDEAS AND DESIGN INCORPORATED HEREIN AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF CH2M HILL AND IS NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF CH2M HILL. © CH2M HILL 2004. ALL RIGHTS RESERVED. | |

ISSUED FOR PERMIT REVIEW

