



**US Army Corps
of Engineers**
Philadelphia District

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

Public Notice

Public Notice No. Date

CENAP-OP-R-2015-1204

Application No. File No.

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) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

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: Paulsboro Natural Gas Pipeline Company
800 Billingsport Road
Paulsboro, New Jersey 08066

WATERWAY: Delaware River

LOCATION: The proposed project is located in Delaware County, Pennsylvania, just south of the Philadelphia airport, crossing the Delaware River to the Paulsboro refining Company, Gloucester County, New Jersey.

ACTIVITY: Paulsboro Natural Pipeline Gas Company, LLC (PNGPC) is seeking authorization from the Federal Regulatory Commission (FERC) under sections 7(b) and 7(c) of the Natural Gas Act (NGA) to relocate, remove, replace, in part, and abandon in place, in part, an existing approximate 2.6 mile long 6-inch and 8-inch diameter natural gas pipeline with a 12 inch and 24 inch pipeline, extending across the Delaware River between Delaware County, Pennsylvania and Gloucester County, New Jersey. The sole customer served by the pipeline is the Paulsboro Refining Company (PRC).

The Federal Energy Regulatory Commission (FERC) is the lead Federal agency in the preparation of the necessary Nation Environmental Policy Act (NEPA) documentation for this project and is addressing all related work as part of their review. FERC's Docket Number for this proposal is CP-16-27-000. The U.S. Army Corps of Engineers, Philadelphia District is a cooperating agency in the preparation of the Environmental assessment (EA) for this project. This proposed activity also requires Department of the Army authorization.

As part of the Project, PNGPC proposes to replace the existing pipeline with a combination of 12-inch and 24-inch steel pipeline to increase the volume of gas delivered. This proposed relocation will accommodate the USACE Delaware River Main Channel Deepening project while giving PNGPC the ability to serve the present natural gas requirements of PRC.

The pipeline ties into the Spectra transmission line at a meter site to the northwest of the Philadelphia International Airport (PHL). The timeframe to have the pipeline relocated and the segment within the river to be removed is by June 2017.

Following construction of the proposed pipeline, portions of the existing pipeline will be removed. An approximate 425-foot section of the existing 8-inch line will be removed from the Delaware River in order to avoid marine traffic impact within the widened channel and to eliminate potential conflict with future maintenance dredging operations. Within the PHL property, additional sections of existing pipe located adjacent to Tinicum Island Road and within the PHL expansion area are to be removed. The remaining portions of the existing 6-inch and 8-inch pipeline will be abandoned in place, sealed and grouted as required.

DESCRIPTION OF RIVER CROSSING: An approximate 8,550-foot long HDD is proposed to cross the Delaware River, from Pennsylvania to New Jersey. The HDD will minimize overall resource and facility impacts, crossing PHL runways, Hog Island Road, Conrail Railroad, and the Delaware River. The HDD entry point in New Jersey is located within the Borough of Paulsboro, Gloucester County, New Jersey and is situated at the northeast corner of the refinery property adjacent to Marine Gate Road/Wharf Road. The HDD exit point is located within Tinicum Township, Delaware County, Pennsylvania and is located on the south side of Tinicum Island Road approximately 1,200 feet east of the intersection of Stevens Drive and Tinicum Island Road.

HDD will be carried out using an intersect drill. An intersect drill involves drilling from either end point and meeting at a middle point location, in this case, beneath the bed of the Delaware River. During HDD activities the contractor will employ a drilling fluid contingency plan and/or an inadvertent returns plan on site. The project, within its entire "Limit of Disturbance" will require approximately 30.4 acres for construction activities (approximately 27.4 acres in PA, 3.0 acres in NJ). This includes temporary right-of-ways, lay down and pull back areas, and directional drill set up areas. Generally there will be an approximately 75-foot wide corridor of workspace, which is typical for installation of 24-inch steel pipelines. Workspace will consist of 30-feet of permanent easement and right-of-way along with 45-feet of temporary workspace. There will be a 50-foot wide right-of-way with no additional workspace for the portion of the pipeline that will be installed under the river by means of HDD. The pipeline will be installed at a minimum depth of -71 feet below the river bottom within the Federal navigation channel as required by the USACE. There are additional areas of temporary workspace in order to support HDD operations at the entry point, exit point, and pullback area as shown in the project plans. In New Jersey, adjacent to the refinery connection, two paved, stabilized additional workspace areas are required to complete safe tie-in to existing operations.

DESCRIPTION OF PIPE REMOVAL: Due to the prior USACE dredging operations, there is little to no sediment cover at the in-river project location. Therefore, the disturbance incurred within the Delaware River will be negligible. Concrete mats (approximately 255 linear feet) currently cover the repaired portion of the 8-inch Pipeline residing in the river channel. These concrete mats will be retrieved during the pipeline removal. The remaining pipe will be abandoned in place, with the ends of the lines secured and jetted safely beneath the mud line.

The following is an abbreviated scope of work, proposed surface equipment to be utilized, and task duration.

Scope of Work:

- Approximately 425 linear feet of 8-inch pipe will be removed from the riverbed. The pipe to be removed will start at the existing west channel toe and extend roughly north in the direction of the PA shoreline. This will remove any pipe above -56' MLW inside the new proposed channel boundaries plus approximately another 100-foot buffer past the new proposed boundary toward PA.
- Uncover pipelines using diver-operated hand jetting equipment.
- Using a hydraulic-powered reciprocating guillotine saw, cut the pipeline into manageable sections (approximately 40-feet to 50-feet in length).
- Retrieve cut sections of pipe to the material barge. The pipe will be transported to the Paulsboro Refinery dock and offloaded for disposal.
- The remaining pipe in river will be abandoned in-place, grouted and capped. The ends of the lines will be secured and jetted safely beneath the mud line.

Surface Equipment:

A shallow water surface diving platform accompanied by a material barge and crane will be utilized to support pipe removal activities. The dive barge and material barge will be secured to one another and act as a single floating platform for the construction activities. A tug boat will be onsite with the platform at all times to maneuver and position the platform while in the river. Specific equipment to be used is as follows:

- Sectional Spud Barge (60' x 80' x 7' high, 70' long spuds) outfitted with a 110-Ton Crawler Crane.
- Sectional Barge (20' x 10' x 5' sections) outfitted with shallow water surface dive station, decompression chamber, gas supply system, etc.
- Tug Boat and a Crew Boat

Task Duration:

While there are several unknown factors that may impact the overall duration of the diving and pipe removal work, such as weather, ability to locate the buried pipelines, depth of cover for the pipelines, river currents, floating debris, and marine traffic, the approximate duration of the pipeline purge and diving activities in the river is approximately three months. This includes contingency time for unknowns expressed above. This schedule is based on a working schedule of 12 hours/day and 7 days/week. Within the PHL property, pipe located adjacent to Tinicum Island Road and within the PHL expansion area is to be removed. Where the current line crosses the active runway, as well as Hog Island Road and Conrail, the pipe is to be sealed and grouted.

Impacts to wetlands and waterways, under authority of Section 404 of the Clean Water Act (CWA) were preliminarily reviewed. A formal Federal jurisdictional determination has not been completed for this proposed project at the time of this Public Notice. The jurisdictional areas, as depicted on the proposed project plans were investigated by the applicant as part of a preliminary design. The applicant employed a comparative analysis method along with utilizing offsite secondary source information (aerial photography, satellite imagery and mapping) in order to calculate possible impacts. All impacts proposed will be temporary in nature and will be restored to pre-impact condition. A formal Federal jurisdictional determination will be completed within the proposed project areas prior to formal permit authorization.

PURPOSE: The purpose of the project is to replace/relocate and upgrade an existing gas pipeline and remove portions of an existing gas pipeline currently located within close proximity to the proposed new route. The project need is to protect the pipeline from potential future expansion of the Delaware River shipping channel and ensure reliable service to the PRC refinery.

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.

Pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended with implementing regulations established in 33 CFR 325, Appendix C, the Corps of Engineers Cultural Resources Specialist/Liaison, in consultation with FERC, the Pennsylvania Historical and Museum Commission (PA PHMC), serving as the State Historic Preservation Office (SHPO), the New Jersey State Historic Preservation Office (SHPO), the Tribes and other consulting parties, are considering the proposed project's effects on resources eligible for listing or listed on the Register of Historic Places (NRHP).

A preliminary review of this application indicates that the proposed work could affect listed species or their critical habitat pursuant to Section 7 of the Endangered Species Act as amended. Shortnose Sturgeon (*Acipenser brevirostrum*) and Atlantic Sturgeon (*Acipenser oxyrinchus oxyrinchus*) are known to inhabit the Delaware River in the vicinity of the project. While HDD pipeline projects have the potential for an inadvertent release, the applicant has indicated that numerous measures will be taken to avoid such an occurrence and will be provided in detail in project specific HDD plan and contingency plan. The designated section of

in-river pipe removal will be cut in to manageable sections and removed utilizing applicable pipe-cutting technology, of which yield de minimus sound and vibration. It will be very difficult to install turbidity curtains supportive of proposed activities as the river current at this location is too strong to install them practically and across such a large area. Similar pipe exposure and efforts employing hand jetting technology produced minimal sediment in the water column and outside the diver's working space. Hand jetting will not be a factor in accumulating sediment for disposal elsewhere in the river. Further, PNGPC will not utilize equipment that will create any appreciable sound in the river. The reciprocating saw and hand jetting technology produce very little to no noise. Vibration levels from these activities are measurably less than pile drivers or ship propellers. FERC is the lead Federal agency for this project and is addressing all related work as part of their Environmental Assessment evaluation. The U.S. Army Corps of Engineers, Philadelphia District is a cooperating agency and will comment as necessary.

Pursuant to Section 7 of the Endangered Species Act (16 U.S.C. 1531), the applicant initiated consultation with the U.S. Fish and Wildlife Service (USFWS). The USFWS, in a letter dated November 9, 2015 indicated that the proposed project is not likely to adversely affect federally listed or candidate species including Bog Turtle (*Clemmys muhlenbergii*), Red Knot (*Calidris canutus rufa*) and Northern Long-Eared Bat (*Myotis septentrionalis*). FERC is the lead Federal agency for this project and is addressing all related work as part of their Environmental Assessment evaluation. The U.S. Army Corps of Engineers, Philadelphia District is a cooperating agency and will comment as necessary.

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act 1996 (Public Law 104-267), requires all Federal agencies to consult with the National Marine Fisheries Service on all actions, or proposed actions, permitted, funded, or undertaken by the agency that may adversely affect Essential Fish Habitat (EFH). While the project site is not located within the areas shown in the "Guide to Essential Fish Habitat Designations in the Northeastern United States, Volume IV: New Jersey and Delaware", dated March 1999, anadromous fish, which are known to migrate past the project site in the Delaware River, are food resources for EFH target species and protected under the Magnuson-Stevens Act. FERC is the lead Federal agency for this project and is addressing all related work as part of their Environmental Assessment evaluation. The U.S. Army Corps of Engineers, Philadelphia District is a cooperating agency and will comment as necessary.

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.


In accordance with Section 401 of the Clean Water Act, a Water Quality Certificate is necessary from the State government in which the work is located. Any comments concerning the work described above which relate to Water Quality considerations should be sent to this office with a copy to the State.

The evaluation of the impact of the work described above on the public interest will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act.

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 Mr. Peter Romano at 215-656-6729, via email at peter.t.romano@usace.army.mil or writing this office at the above address.

Samuel L. Reynolds
Acting Chief, Regulatory Branch




305 West Meigs Drive
Dover, Delaware 19918
www.stv.com

CONSULTANTS

SEALS

HEATH KENNEDY
REGISTERED PROFESSIONAL ENGINEER
NEW JERSEY LIC. NO. 25008



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REGISTERED PROFESSIONAL ENGINEER
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PROJECT IDENTIFICATION

PIPE CROSSING
DELAWARE RIVER CROSSING
800 BILLINGSPORT RD.
PAULSBORO, NJ 08066

PROJECT NO.: 38-17378-C-102

DESIGNED BY: STV

DRAWN BY: STV

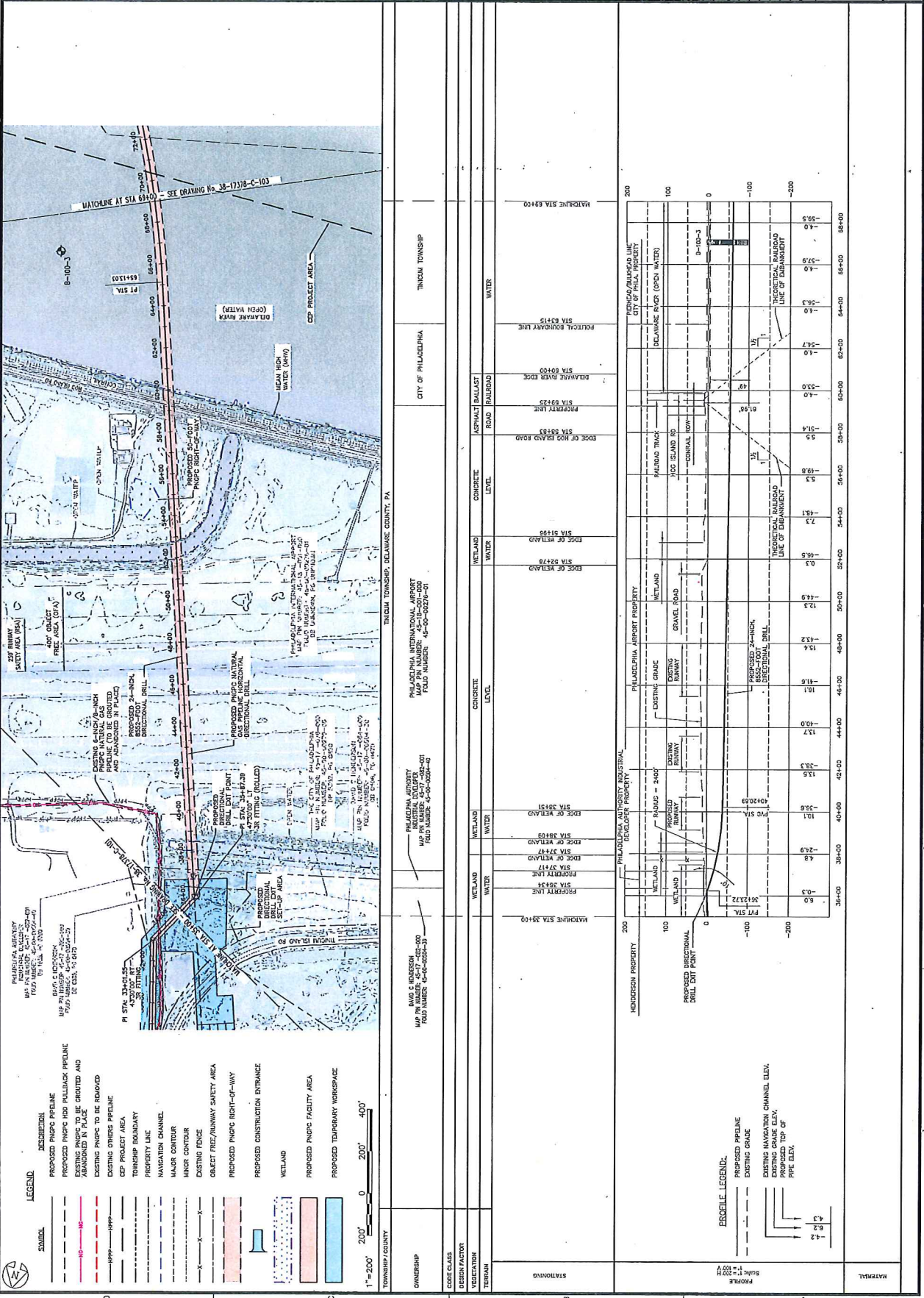
CHECKED BY: STV

APPROVED BY: STV


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SHEET TITLE

DELAWARE RIVER CROSSING
PLAN AND PROFILE
STA 35+00 TO STA 69+00



OWNERSHIP	PHILADELPHIA INTERNATIONAL AIRPORT	CITY OF PHILADELPHIA	TOWNSHIP
DESIGN FACTOR	MAP NO. 1000000-1000000 FOLD NUMBER 45-00-00276-01		
VEGETATION	WETLAND	WETLAND	WETLAND
TERRAIN	WATER	WATER	WATER
STATIONING	35+00	40+00	45+00
MATERIAL	CONCRETE	ASPHALT	RAILROAD



205 West Walsh Drive
Douglassville, PA 19518

CONSULTANTS

SEALS

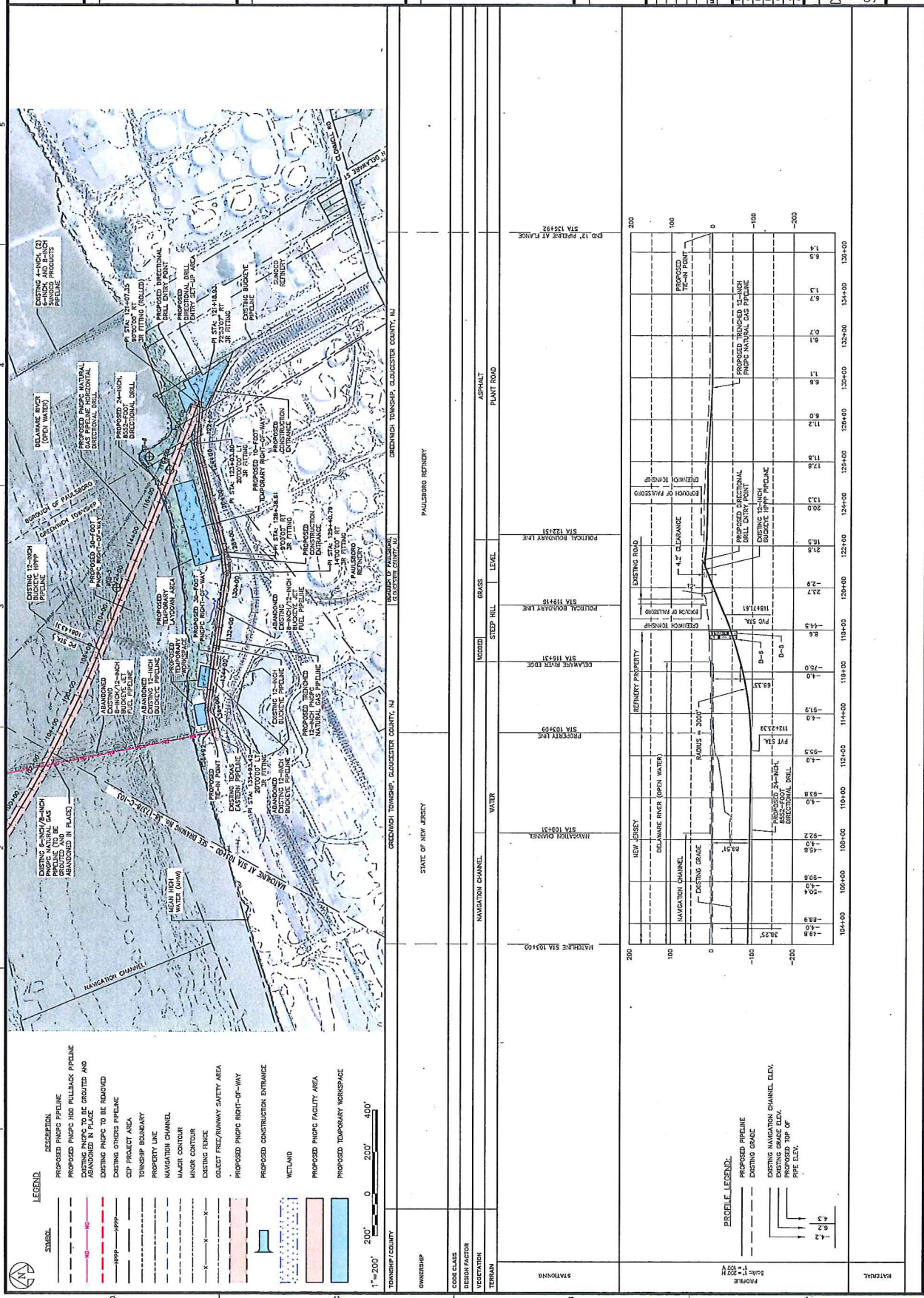
PROJECT IDENTIFICATION

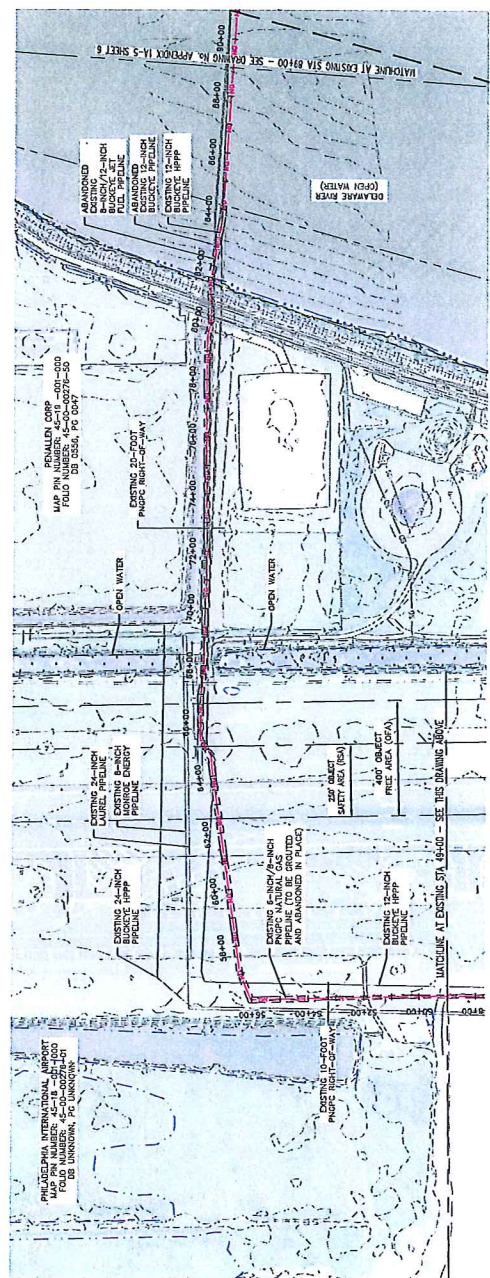
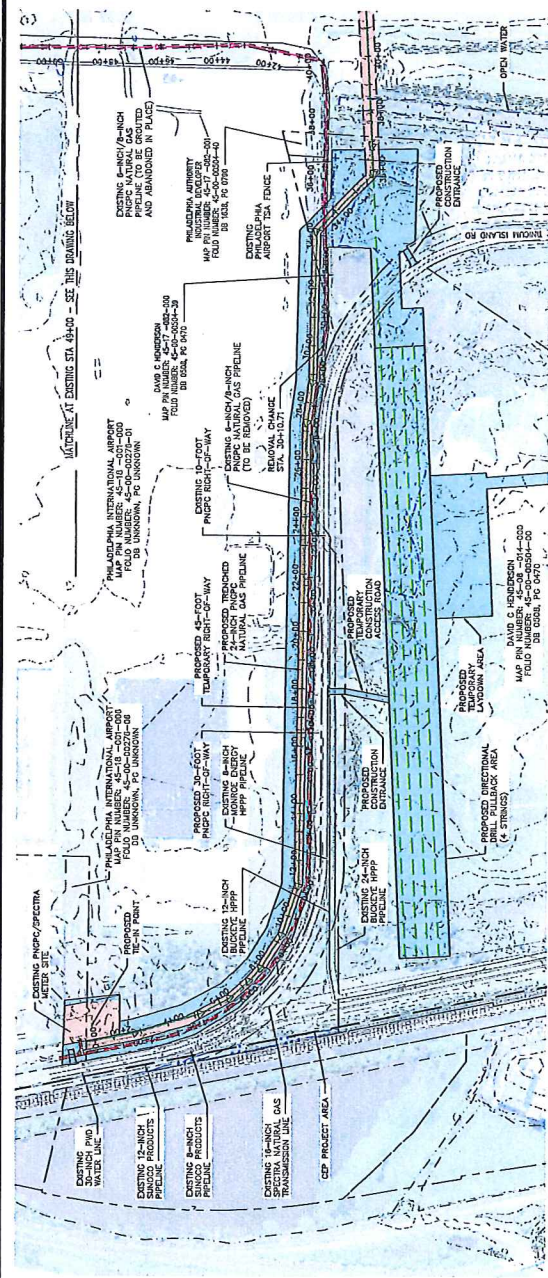
PROJECT NO.: 0317378
PROJECT NAME: DELAWARE RIVER CROSSING
800 BILLINGSPORT RD.
PAULSBORO, NJ 08066

ISSUE BLOCK
PROJECT NO.: 0317378
PROJECT NAME: DELAWARE RIVER CROSSING
800 BILLINGSPORT RD.
PAULSBORO, NJ 08066
DESIGNED BY: STV
CHECKED BY: STV
APPROVED BY: STV
DATE: 03/17/2017

SHEET TITLE
DELAWARE RIVER CROSSING
PLAN AND PROFILE
STA 103+00 TO STA 136+92

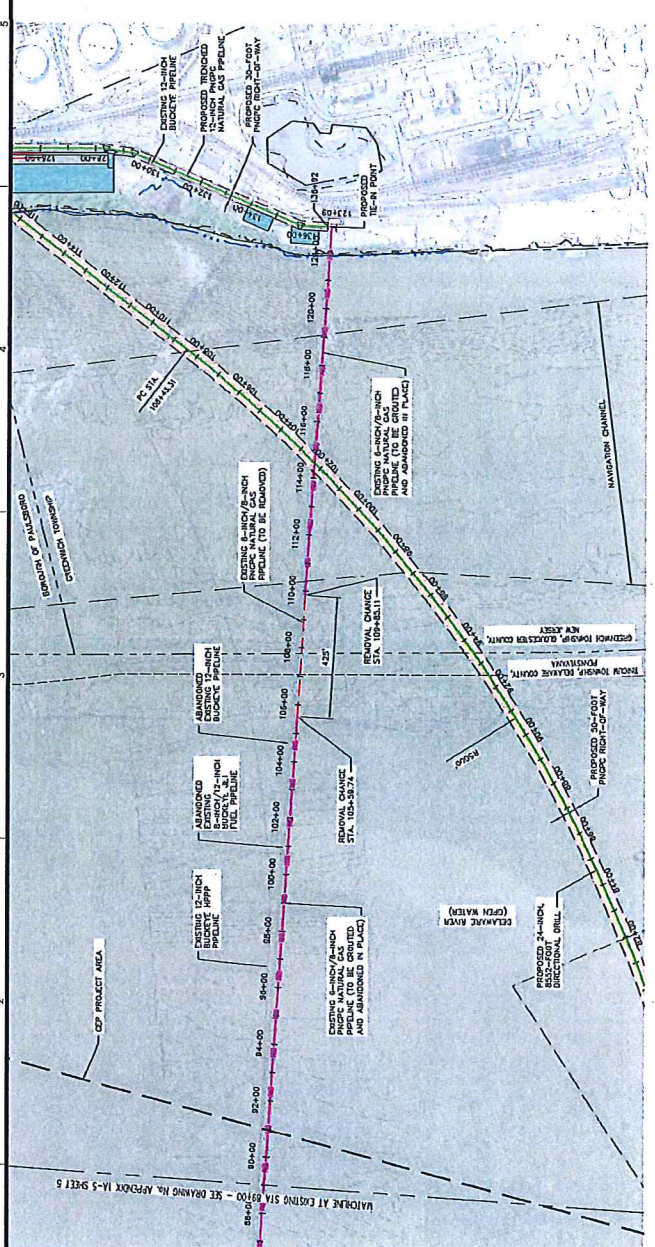
38-17378-C-104





SYMBOL	DESCRIPTION
	PROPOSED PMPFS PIPELINE
	PROPOSED PMPFS HOV HULLBACK PIPELINE
	EXISTING PMPFS TO BE GRANTED AND AUGMENTED IN PLACE
	EXISTING PMPFS TO BE REMOVED
	EXISTING OTHERS PIPELINE
	GP PROJECT AREA
	TOWNSHIP BOUNDARY
	PROPERTY LINE
	NAVIGATION CHANNEL
	MAJOR CONTOUR
	MINOR CONTOUR
	EXISTING FENCE
	OBJECT FREE/UNWAY SAFETY AREA
	PROPOSED PMPFS RIGHT-OF-WAY
	PROPOSED CONSTRUCTION ENTRANCE
	WETLAND
	PROPOSED PMPFS FACILITY AREA
	PROPOSED TEMPORARY WORKSPACE

200' = 200' 200' 0 200' 400'



LEGEND

SYMBOL	DESCRIPTION
	PROPOSED PNEUMATIC RAIL-SP-WAY
	PROPOSED PNEUMATIC RAIL-SP-WAY TO BE REMOVED
	EXISTING OTHER PIPELINE
	EXISTING OTHER PIPELINE TO BE REMOVED
	PROPERTY BOUNDARY
	NAVIGATION CHANNEL
	MAJOR CONTOUR
	MAJOR FENCE
	OBJECT TREE/RUNWAY SAFETY AREA
	PROPOSED PNEUMATIC RAIL-SP-WAY
	PROPOSED CONSTRUCTION ENTRANCE
	WETLAND
	PROPOSED PNEUMATIC FACILITY AREA
	PROPOSED TEMPORARY WORKSPACE

1"=200'

0 200' 400'

202 West Welsh Drive
Douglassville, PA 19518

CONSULTANTS

SCALE

SCALE

PROJECT IDENTIFICATION

PNECPC CROSSING
DELAWARE RIVER CROSSING
800 BILLINGSPORE RD.
PAULSBORO, NJ 08065

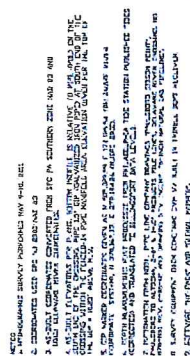
DATE	DESCRIPTION	BY
08/13/2018	ISSUE BLOCK	
08/13/2018	PROJECT NO: 3817378	
08/13/2018	CAD FILE/Utility Alignment/Planning	
08/13/2018	DESIGNED BY:	
08/13/2018	DRAWN BY: LS	
08/13/2018	CHECKED BY: JH	
08/13/2018	APPROVED BY: JH	
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SHEET TITLE

DELAWARE RIVER CROSSING
EXISTING PIPELINE PLAN
STA 89+00 TO STA 123+32

38-17378-C-106

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SOUTH SHORE
PAULSBORO, N.J.[illegible]

FCA ENGINEERING, INC.
77 DUNDAS ST. W. TORONTO, CAN. M5T 1G5

SECONDARY RESOURCES

PAULSBORO ENERGY

HYDROGRAPHIC SURVEY
DELAWARE RIVER GAOSSING
14° NATURE: DAN WELLS

DRAWING NO-30871-2