



### Meeting Minutes from July 7<sup>th</sup> 2015

#### Introductions

#### Summary

There was a general discussion on the purpose for assembling this committee and making sure attendees understood the objectives. Briefly the overall goal included getting an understanding of the project as a whole, having an open dialog on the impact on the port with regard to traffic in the channel, and exchanging information to increase communication for better scheduling and with minimal interruption. The Army Corps wanted the group to know the project was not budget driven so the project should not be delayed due to financial concerns.

- Army Corps provided a presentation on the expected Request for Proposal. These topics were discussed:
  - The anticipated start will be December 2015 and target completion Dec. 2017.
  - The area will be from Eddystone to the lower end of Marcus Hook range
  - The bid quantity is expected to be 300,000 cu/yd of which 90 cu/yd will be rock
  - The blast window is from December 1<sup>st</sup> to March 15<sup>th</sup>
  - Most of the rock is off buoy 4M and off Trainer & Penn Terminal to just above the Commodore Barry Br.
  - Army Corps will solicit contractors beginning July 1<sup>st</sup> and looking to award by Sept.
  - There is a possibility that they may need two blast windows to get all the rock. A remote chance of needing a third blast window (Dec2017-Mar2018).
  - The target to finish is Dec 2017 using 2 blast windows.
  - Great Lakes and Cashman are among the expected bidders because they have blast equipment.
  - The Army Corps is looking for the Notice to Proceed September 22<sup>nd</sup>
  - The survey on the rock has shown the nature of the rock is inconsistent especially on the surface
  - When the dredging begins the plan is to have half the channel open at all times. The Army Corps is saying most of the rock was toward the PA side of the channel so the Jersey side, having less rock, is expected to clear first keeping the Jersey side of the channel open. Only 10% of rock is on the Jersey side of the channel.
  - The channel will be closed during the blast and 2 hours after the blast. A survey will be conducted right afterward where they will process the data to enable opening the channel. This is expected to take about 2 hours. The blasting will only take place during daylight hours and the expectation is to have 2 blast events per day.
  - The data points will be from the multibeam survey technology showing a 3' x 3' matrix
  - The Army Corps expect to blast down to 47 feet.



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- Any ship transits will be required to wait on Army Corps authorization before transiting after a blast.
- Noise expectations are  $\approx 70\text{db}$  @140 feet away. For reference; a fighter jet is  $\approx 150\text{db}$ @500 feet and a rocket launch is  $\approx 180\text{db}$  @500feet.

The blast itself was described as controlled and minimized for physical and environmental impact through restrictions from State Agencies in DE, PA and NJ. It will be noticeable but not damaging. The blast zone for vibration will also be controlled using a criteria of less than 2 inches per second in the river and less than 1" per second near structures. The Contractor will be monitoring the vibration. See video below for an idea of what to expect.

[https://www.youtube.com/watch?v=dRQgm8YZiBE&feature=player\\_embedded](https://www.youtube.com/watch?v=dRQgm8YZiBE&feature=player_embedded)

Ships alongside the docks should be ok as there shouldn't be any pressure wave. The Army Corps said they will provide information for ships alongside.

Army Corps General Requirement for the Contractors bidding on the blast work.

- Must be licensed
- Must have transport permits for blasting materials
- Permit applications are required with blasting activity
- Monitoring structures close by
- Planning for utilities pipeline and cables. Storage tanks and caverns will be monitored for vibration and seismic readings
- The contractor will try alternate means of breaking the rock before resorting to blasting

We then went over the talking points page distributed to attendees to make sure we covered those items that might have some impact on the group. I will restate the points below for the benefit of those who could not attend and the discussion that followed.

- 1- Establish objectives for the group such as how often we meet, general reports or project updates etc. **Discussion:** Once per month until we get closer or if there is an event that would require a special meeting. This could be in the form of phone conferences and may not need to be face to face.



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- 2- Communication and points of contact for impacted organizations  
**Discussion:** we used the attendee list of this meeting to start off with stakeholder points of contact. A few more were added as they were not at the meeting.
- 3- Brief overview of the project for general understanding of the goals, possible problems for delays or setbacks.  
**Discussion:** Once the contractor has been awarded the bid we will try another face to face.
- 4- Estimated timing of the project  
**Discussion:** this was covered in the notes on the presentation above
- 5- Phases of the project, such as surveying, blasting, removal, dredging to 45  
**Discussion:** Once the contract has been awarded, we will be able to get that off the website. The rock removal and dredging process will be simultaneous.
- 6- Is there any infrastructure that will be impacted such as cross river pipelines, docks, or caverns? Will a formal risk assessment be needed?  
**Discussion:** We will need to exchange the POC for utilities and pipelines with the Army Corps. There is a Notification Deadline of October 2016 to move anything that will be impacted. The formal Risk Assessment will be determined at a later date.
- 7- How would we like to communicate expected traffic, who gets this information, how often is it updated? Any proprietary information that can't be communicated?  
**Discussion:** We talked about using the websites for the MAC and the Army Corps to inform interested parties and to post meeting minutes. We also mentioned all the Tug/Barge operators that regularly use the River. The following are the names that came up and if we missed any we will make sure they get added to the mailing list. Vane, OSG, Reinauer, Bouchard, Dan Towing, and Kirby. All the assist tug companies were in attendance.  
<http://www.macdelriv.org/index.php>  
<http://www.nap.usace.army.mil/>
- 8- Likewise how would we like to receive information from the Army Corps or contractor for blasting and other scheduled events?  
**Discussion:** this will be covered at the face to face meeting with the contractor, date TBD.
- 9- If there are channel closures expected, how would we establish priority traffic if necessary?  
**Discussion:** Channel closures were covered in the presentation. It doesn't appear that prioritizing traffic will be necessary as the channel closures will be brief.
- 10- Role of the US Coast guard during this project  
**Discussion:** Lt Dougherty stated he will be the CG POC and most communication will be using MSIB's and communicating through the normal channels using the MAC and Maritime Exchange.