

## PSEGESPEnvDocsNPEm Resource

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**From:** Fetter, Allen  
**Sent:** Wednesday, July 15, 2015 11:39 AM  
**To:** PSEGESPEnvDocsNPEm Resource  
**Subject:** Fw: [External\_Sender] FW: [EXTERNAL] PSEG ESP (UNCLASSIFIED)

Sent from an NRC BlackBerry  
Allen Fetter  
301-832-4909

----- Original Message -----

From: Bonner, Edward E NAP [mailto:Edward.E.Bonner@usace.army.mil]  
Sent: Monday, July 13, 2015 06:12 PM  
To: Fetter, Allen  
Subject: [External\_Sender] FW: [EXTERNAL] PSEG ESP (UNCLASSIFIED)

Classification: UNCLASSIFIED  
Caveats: NONE

FYI

-----Original Message-----

From: Gary Bickle [mailto:gbickle@akrf.com]  
Sent: Monday, July 13, 2015 5:41 PM  
To: Bonner, Edward E NAP  
Cc: James.Mallon@pseg.com; David.Robillard@pseg.com  
Subject: [EXTERNAL] PSEG ESP

Hi Ed,

Realizing you are in Oak Ridge this week, I wanted to get this to you re: barge traffic volumes and frequency associated with construction of the new plants. Rob Rech from my office will also be providing you instructions for downloading the revised isopleths map associated with construction of both the causeway and in-water work.

Please don't hesitate to call my cell or office this week if you need anything that will help with the writing. I should be around all week, if I don't pick up, I will get right back to you.

Gary

NMFS requested identification of potential originating port(s) of transit (e.g., Port of Baltimore, Port of Philadelphia), course, duration, and speed of vessels transporting construction materials to the PSEG Site.

Response:

Construction materials being transported to and from the PSEG Site will be conveyed primarily via truck or barge. Materials shipped by barge will primarily consist of raw materials for the civil construction phase of the project, and to a smaller extent, large equipment and miscellaneous construction materials. The typical barges bringing materials to the PSEG site will be 2000 ton capacity, 200' long x 35' wide x 13' deep, with a loaded draft of approximately 6 ft. Maritime traffic will be routed to and from the site via the established regional shipping channels, which have a depth ranging from 35 to 45 ft. The primary shipping route will be through the Delaware Bay and River, with transloading operations taking place in the Ports of Philadelphia, Camden and/or Salem. Raw material barges will typically be lashed in packs of 6 to 9 barges and brought to the site as a group, with one group arriving daily during the civil construction phase. On average the Delaware River and Bay sees over 9000 vessel trips per year past the PSEG Site.

Typical barge trips will be approximately 50 miles in length. Vessel speed will vary during the course of the trip due to the tidal currents of the various waterways. Speeds will likely range between 4 and 10 knots, with an average speed of approximately 7 knots.

Gary L. Bickle

Sr. Vice President, AKRF, Inc.

307 Fellowship Rd.

Mt. Laurel, NJ. 08054

856-797-9930 ext. 1622, office

T (856) 359-7622 \*NEW DIRECT DIAL\*

609-970-2085 cell

Classification: UNCLASSIFIED

Caveats: NONE

**Hearing Identifier:** PSEG\_Site\_ESP\_EnvDocs\_NonPublic  
**Email Number:** 13

**Mail Envelope Properties** (b06db1c6f4c342c2a6325dcd3616a66a)

**Subject:** Fw: [External\_Sender] FW: [EXTERNAL] PSEG ESP (UNCLASSIFIED)  
**Sent Date:** 7/15/2015 11:39:06 AM  
**Received Date:** 7/15/2015 11:39:07 AM  
**From:** Fetter, Allen

**Created By:** Allen.Fetter@nrc.gov

**Recipients:**  
"PSEGESPEnvDocsNPPEm Resource" <PSEGESPEnvDocsNPPEm.Resource@nrc.gov>  
Tracking Status: None

**Post Office:** HQPWMSMRS08.nrc.gov

| Files   | Size | Date & Time           |
|---------|------|-----------------------|
| MESSAGE | 2975 | 7/15/2015 11:39:07 AM |

**Options**  
**Priority:** Standard  
**Return Notification:** No  
**Reply Requested:** No  
**Sensitivity:** Normal  
**Expiration Date:**  
**Recipients Received:**