FEDERAL ENERGY REGULATORY COMMISSION
FIELD INSPECTION REPORT

Date April 30, 2021

Project
Adelphia Gateway, LLC
Adelphia Gateway Project
Delaware, Chester, Montgomery, Bucks, and Northampton Counties, Pennsylvania; New Castle County, Delaware
Docket Nos.: CP18-46-000 and CP18-46-001
Authority: Section 7(c)

Personnel

FERC Contractor:	Tetra Tech, Inc.
FERC Contractor Staff:	David Wertz
Company Staff:	Edward Bova (Environmental Inspector), Jeff Smith (Environmental Compliance Coordinator)

Inspection Summary	
0	Problem Areas
0	Noncompliances
No	Follow-Up Letter Required
No	Refer to Enforcement

Introduction

On April 30, 2021, David Wertz of Tetra Tech, performed a construction inspection of the Adelphia Gateway, LLC (Adelphia) Adelphia Gateway Project (Project) under contract to the Federal Energy Regulatory Commission (FERC or Commission) and per the request of the FERC Project Manager, Kylee Ferrara.

The Project consists of the construction and operation of a total of about 4.7 miles of new 16-inch-diameter pipeline, two new compressor stations (CSs) that together provide a total of 11,250 horsepower (hp) of compression, and appurtenant facilities in Delaware and Pennsylvania; the Project also involves the purchase, repurpose, and operation of Interstate Energy Company, LLC's (Interstate Energy) existing non-National Gas Act jurisdictional system in Pennsylvania. More specifically, the Project includes the following new facilities:

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- construction of an approximately 4.4-mile-long, 16-inch-diameter lateral in Delaware County, Pennsylvania extending from the proposed Marcus Hook CS to interconnections with Transcontinental Gas Pipe Line Company (Transco) and the Philadelphia Electric Company (PECO[1]; Tilghman Lateral[2]);
- construction of an approximately 0.3-mile-long, 16-inch-diameter lateral extending from the proposed Marcus Hook CS to an existing meter station owned by Delmarva Power and Light Company (Delmarva)[3] in New Castle County, Delaware (Parkway Lateral);[4]
- construction of a new 5,625 hp CS in Delaware County consisting of three 1,875 hp natural gas-fired reciprocating compressor units (Marcus Hook CS);
- construction of a new 5,625 hp CS in Bucks County, Pennsylvania consisting of three 1,875 hp natural gas-fired reciprocating compressor units (Quakertown CS); and
- construction of five new meter stations and other appurtenant facilities.

In addition, Adelphia plans to purchase and repurpose Interstate Energy's existing oil and natural gas pipeline facilities (with minor modifications), including:

- an approximately 84.2-mile-long, 18-inch-diameter mainline pipeline, which is capable of transporting either oil or natural gas and which extends from the Marcus Hook Industrial Complex to the Martins Creek Terminal in Northampton County, Pennsylvania;[5]
- an approximately 4.4-mile-long, 20-inch-diameter mainline, which transports only natural gas, which originates in Northampton County and terminates at the Martins Creek Terminal;
- four meter stations; and
- other appurtenant facilities.

Adelphia proposes to operate the Project in three zones: Zone North A, Zone North B, and Zone South. The Project would enable Adelphia to provide up to 250,000 dekatherms per day (Dth/day) of bidirectional firm natural gas transportation service in Zone North A; up to 350,000 Dth/day of fim transportation service in Zone North B; and up to 250,000 Dth/day of firm transportation service in Zone South.

Adelphia states that the facilities will be placed into service in two phases. The Zone North facilities were placed into service on January 13, 2020. The Zone South facilities will be placed in service following the conversion of those facilities. The anticipated in-service timing for the Project is November 2021.

[1] PECO is a public utility owned by Exelon Corporation providing natural gas and electricity to customers in Pennsylvania.
[2] The Tilghman Lateral will also interconnect with the Monroe Refinery.
[3] Delmarva is a public utility owned by Exelon Corporation (Exelon) providing natural gas and electricity to customers in Delaware and Maryland.
[4] The Parkway Lateral will also interconnect with two interstate natural gas pipelines owned by Columbia Gas Transmission and Texas Eastern Transmission Company, LP.
[5] The northern 34.8-mile-long segment is capable of transporting either oil or natural gas, and the southern 49.4-mile-long segment was previously used to transport oil only. Adelphia states that, since 2014, the northern segment has transported only natural gas and the southern segment has been inactive.

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The purpose of the inspection was to determine Adelphia's compliance with the environmental conditions of the Commission's December 20, 2019 *Order Issuing Certificates* for the Project and to inspect the construction conditions of the Project facilities and rights-of-way (ROWs).

The findings of the inspection were that no instances of noncompliance or problem areas were identified.

A site map and photographic record are presented in this report.

Inspection

On April 30, 2021, weather conditions were clear, with temperatures ranging from the high-50s (°F) to high-60s (°F) in the Project area. A total of approximately 1.8 inches of precipitation was recorded in nearby Philadelphia during the two weeks before the inspection. Soil conditions were generally wet.

The inspection included the Quakertown CS (Photo Numbers [Nos.] 1 to 3), Paoli Pike Blowdown Assembly Valve (BAV; Photo Nos. 4 to 6), Transco Meter Station (Photo Nos. 7 and 8), and Tilghman Lateral (Photo Nos. 9 and 10).

Adelphia reported that construction activity at Marcus Hook CS, Quakertown CS, and Transco Meter Station had not progressed during previous weeks because a new contractor was being onboarded to complete remaining construction. The previous contractor completed removal of its equipment and materials from these sites. The new contractor began mobilizing materials and personnel, and was already maintaining erosion control devices (ECDs). Construction was active along the Tilghman Lateral Phase I, the connecting pipeline between the Tilghman Lateral and Transco Meter Station, and the Paoli Pike BAV.

Quakertown CS

Adelphia reported that construction had not yet resumed at the Quakertown CS site. On the western side of the Quakertown CS site, additional temporary workspace (ATWS) QCS-01.1 was set up for use (Photo No. 1). Equipment mats were placed on top of geotextile fabric. The workspace was clearly marked with stakes, and "wetland buffer" and "no refueling" areas were properly identified with signage. ECDs were installed along the perimeter of the workspace. "No parking" and "wetland buffer" signage was clearly posted along the edge of Permanent Access Road AR-QCS-01, which leads to the office trailers, to help prevent unallowed or inadvertent use of this area during construction (Photo No. 2). Within the CS yard, construction activity had not yet resumed. Equipment from the previous contractor was removed, and some Project materials were staged (Photo No. 3). Site soils from excavation of the detention pond were stockpiled and stabilized. No environmental concerns were identified.

Paoli Pike BAV

At the Paoli Pike BAV site, the workspace was clearly marked with stakes and all construction activity was within the approved workspace limits. ECDs included chain-link fence reinforced "super" silt fence and compost filter sock, which were installed along the perimeter of the workspace (Photo No. 4). The reinforced silt fence also functioned as an exclusion fence to keep bog turtle out of the construction workspace (bog turtle may be present in the surrounding wetland). Additionally, a bog turtle specialist was on-site for bog turtle surveillance during construction and to ensure that the barrier fencing was effective. Within the workspace boundaries, equipment mats were overlain on geotextile fabric to protect the wetland soils and to provide a stable workspace. The workspace was tidy and well-maintained. An excavation around the mainline pipe was stabilized with a trench box, and a section of the existing mainline was cut out for the planned installation of the BAV (Photo No. 5). Groundwater seeping into the excavation was pumped temporarily into a nearby portable water storage tank that was staged within the workspace for later offsite disposal at a treatment facility, according to Adelphia.

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Adelphia stated that the contractor was currently determining a suitable foundation design for the proposed BAV, considering the existing subsoil conditions, and that installation of the BAV was expected to be completed in the coming weeks. In general, the workspace and adjacent roadway were clean and free of mud and construction debris (Photo No. 6). No environmental concerns were identified.

Transco Meter Station

Construction had not yet resumed at the Transco Meter Station site. Exposed soils were temporarily stabilized with straw mulch and seed. Meanwhile, stockpiled subsoil was temporarily stabilized with erosion control blanket and seed. ECDs were maintained around the perimeter of the site, and there was no evidence of sediment transport offsite (Photo No. 7). Construction of the connecting pipeline between the Tilghman Lateral and Transco Meter Station was mostly complete. The pipeline was installed underneath the roadway tied-in to the Tilghman Lateral and capped near the southern boundary of the Transco Meter Station (Photo No. 8). Adelphia reported that the connecting pipeline segment and the Tilghman Lateral were hydrotested, cleaned, tested for deformity, and being dried with pressurized air. Once dry, the installed pipeline would be filled with nitrogen in the coming days (to prevent corrosion) because this portion of the pipeline was expected to be idle while other Project components are constructed.

Tilghman Lateral

At the Tilghman Lateral Horizontal Directional Drill (HDD)-1 exit site near Station Number (Sta. No.) 20+16, pressurized air was being pushed through the pipeline installed along HDD-1 crossing to dry the pipeline. According to Adelphia, once drying is complete, the piping will be pressurized with nitrogen to prevent corrosion (Photo No. 9). To the east of the completed HDD-1 crossing, within ATWS-TL-03a, water used for hydrostatic testing was temporarily stored in a portable water tank. Further to the east, spoils excavated from the Paoli Pike BAV site were temporarily stored in roll-off containers. All activity was within the approved workspace limits, and no environmental concerns were identified (Photo No. 10).

Conclusions and Recommendations

A follow-up letter is not required at this time because no instances of noncompliance were identified. Overall, construction was progressing satisfactorily, environmental conditions were acceptable, and no environmental concerns were identified. Another inspection is tentatively scheduled for the week of May 24, 2021.

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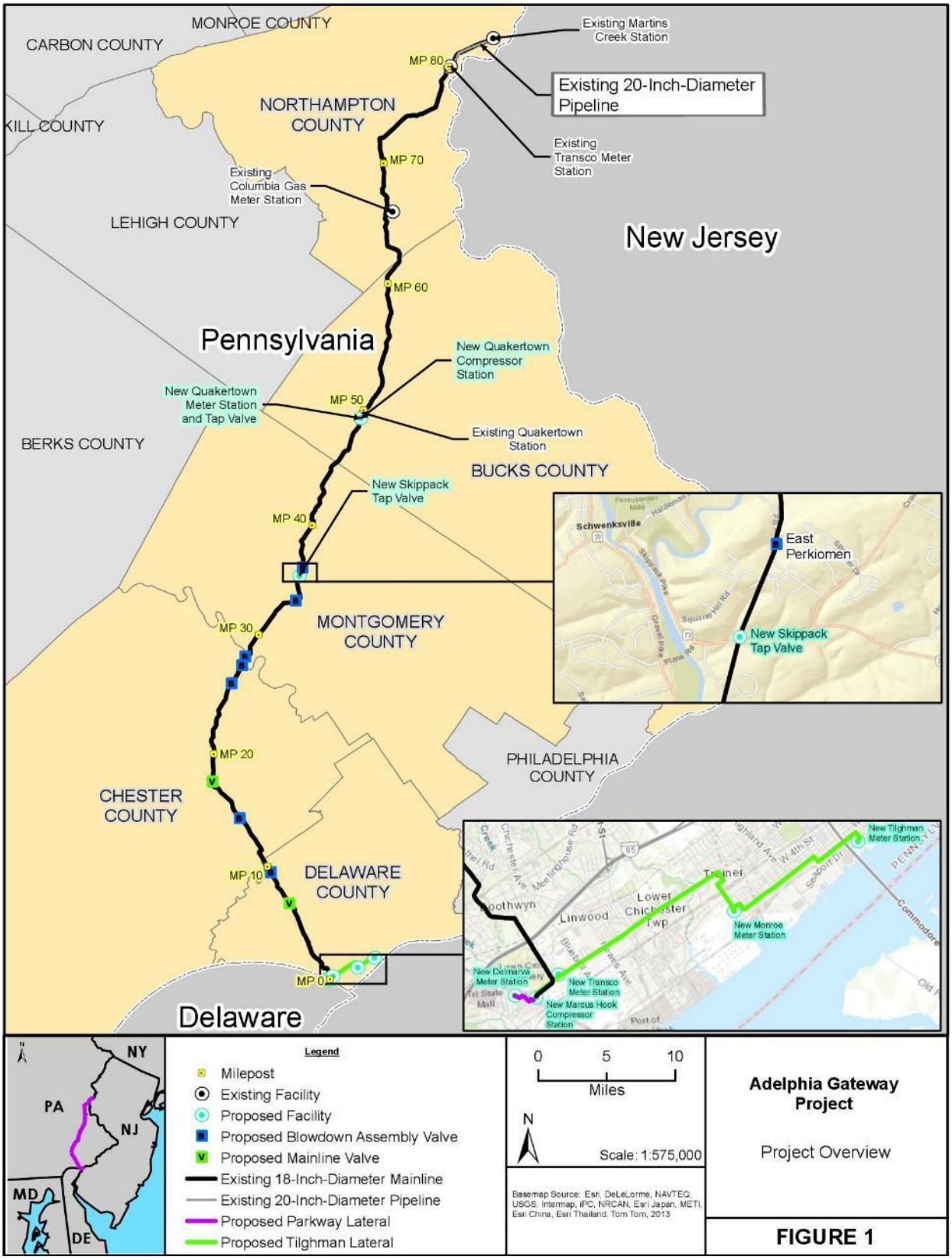
SITE MAP



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