

# Interim Reclamation Plan

## Denver Expansion Project

**Prepared for:**



Magellan Pipeline Company, L.P., is a subsidiary of ONEOK

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## INTRODUCTION AND BACKGROUND

The following *Interim Reclamation Plan* was developed by Magellan Pipeline Company, L.P. (Magellan) for use during construction and restoration of the proposed Denver Expansion Project (Project). The Project involves the installation of approximately 235 miles of new buried pipeline of varying diameter (i.e., 10-inch and 16-inch) that will be utilized to transport various transportation fuels, including aviation and sustainable aviation fuel from Scott City, Kansas to the Denver International Airport in Colorado. Of the 235 miles of pipeline, approximately 7 miles traverse the City of Aurora, Colorado.

Clearing, grading, and equipment movement can accelerate the erosion process and without adequate protection, could result in discharge of sediment to waterbodies and wetlands. Furthermore, increased rainfall in the spring and fall could result in increased erosion in places where vegetation has been cleared within the Project footprint. Soil loss due to erosion could also reduce soil fertility and impair revegetation.

To minimize or avoid potential impacts due to soil erosion and waterbody sedimentation, Magellan will utilize sediment and erosion control measures that will be implemented in accordance with this *Interim Reclamation Plan*.

### Construction Control Measures (CMs)

Magellan will implement construction control measures (CMs) to minimize erosion and sedimentation during construction of the Project. The following guidelines will be used in the selection, design, and implementation of CMs:

- The CMs will be designed to prevent sediment from being conveyed beyond the construction site to the extent practicable, and to ensure that no significant changes occur in the volume or characteristics of stormwater runoff to receiving waters.
- All CMs will be properly selected, installed, and maintained in accordance with the manufacturer's specifications and good engineering practices.
- If sediment is conveyed beyond the construction site, controls will be used to minimize off-site impact.
- Litter, construction debris, and construction chemicals exposed to stormwater will be prevented from becoming a pollutant source.

CMs that will be implemented include the following:

- Inlet protection;
- Riprap;
- Trash racks;
- Check dams;
- Sediment control logs; and
- Erosion control blankets.

To minimize impacts from land disturbance and storage of soils, the CMs listed above will be installed immediately following land disturbance where needed.

Magellan, or its Contractor, will implement and maintain standard erosion control procedures and CMs during all aspects of construction including:

- Erosion control devices (ECDs) will be installed prior to initiating ground-disturbing activities and will be maintained, as needed, until construction of the project is complete and/or the areas are properly stabilized.
- Adequate erosion and siltation control measures and barriers will be installed around construction areas that require earthwork to help aid in the prevention of Project related sediments, debris and other pollutants from entering adjacent wetlands or waters.
- All control measures will be properly selected, installed, and maintained in accordance with the manufacturer's specifications and good engineering practices. Erosion and siltation controls include devices and measures such as temporary silt fences, filter socks, straw bales, fiber logs, seeding or sodding of exposed soils, erosion control fabric, slope breakers, and trench breakers.
- Temporary erosion controls will be inspected daily in areas of active construction or equipment operation, weekly in areas with no construction or equipment operation, and within 24 hours of each 0.5 inch of rainfall.
- All ineffective temporary erosion control measures will be repaired within 24 hours of identification, or as soon as conditions allow. If weather or other factors prevent initiation of corrective actions within 24 hours, the corrective action will be completed as soon as practicable.
- Permanent ECDs will be utilized on adjacent upland areas to minimize long-term sedimentation in wetlands. Energy dissipation devices may be installed at the down-slope end of surface water diversion devices to prevent erosion of the Project area into adjacent wetlands. Permanent erosion controls, which may alter hydrology, will not be installed within wetland boundaries.
- Temporary equipment bridges will be installed for access along temporary workspaces in an effort to reduce turbidity and sedimentation impacts resulting from construction equipment and vehicular traffic crossing waterbodies. Timber mats or portable prefabricated bridges may be used as equipment bridges, which will be designed to accommodate normal to high stream flow and will be maintained to prevent obstruction of water flow during construction.
- Temporary culverts will be installed and maintained to ensure that hydrologic flow is uncompromised.
- Water pumped out of the trench will be discharged in accordance with permit conditions through hay/straw bale structures and/or filter bags to reduce the rate of water flow preventing scour from runoff.
- Hazardous materials, chemicals, lubricating oils, and fuels used during construction will be stored no less than 100 feet from designated critical habitat, surface waterbodies or wetlands.
- Whenever practicable, heavy equipment will not be parked or refueled less than 100 feet from critical habitat, surface waterbodies or wetlands, or precautions such as continual monitoring of fuel transfer, secondary containment structures, and utilization of spill kit readiness will be employed.
- Monitoring of the corridor will be required on an annual basis to ensure that tolerant grassland plant species are successfully regenerating in the area and that no invasive species are outcompeting native vegetation.

## **Restoration**

Successful restoration and revegetation of the Project workspaces is important for maintaining productivity and protecting the underlying soil from potential damage. Fertility and erosion are generally the two main factors that would limit the re-growth of vegetation, but these can be mitigated through the application of fertilizers and/or proper seeding. Magellan will apply soil amendments in areas with poor to moderate revegetation potential as needed in order to create a favorable environment for the re-establishment of vegetation.

Following pipeline installation and backfilling, disturbed areas will be restored to pre-construction contours as closely as practicable. Construction debris and organic refuse unsuitable for distribution over the right-of-way (ROW) will be disposed of at appropriate facilities in compliance with applicable regulations. Permanent erosion and sediment control measures will be installed as appropriate, and the Project area will be revegetated using a seed mix developed in consultation with Natural Resources Conservation Service (NRCS) Field Office and the requirements of landowner agreements.

## **Wetlands and Waterbodies**

To minimize impacts on open-cut waterbody crossings during construction, equipment will operate from the banks of the waterbody to the maximum extent practicable. Flow will be maintained at all times, and the excavated material from the trench will be placed on the bank above the ordinary high water mark for use as backfill. Typical backfill cover requirements will be met, contours will be restored within the waterbody, and the banks will be stabilized via seeding and/or the installation of erosion control matting. Temporarily disturbed riparian areas will be revegetated in accordance with approved seed mixes and application rates.

All wetlands temporarily impacted will be returned to pre-construction contours and allowed to revegetate following construction activities; therefore, permanent impacts on these wetlands are not anticipated to occur. Temporarily disturbed wetlands will not be permanently reseeded in lieu of topsoil segregation, which will be utilized in unsaturated wetlands to preserve the seed bank and allow for successful revegetation.

Furthermore, Section 401 of the Clean Water Act, stipulates the use of CMs to manage water quality on construction sites. The following CMs will be employed during both pre- and post-construction in accordance with the Colorado Department of Public Health and Environment Section 401 Water Quality Certification conditions:

- ECDs will be installed prior to initiating ground-disturbing activities and will be maintained, as needed, until construction of the project is complete and/or the areas are properly stabilized.
- Adequate erosion and siltation control measures and barriers will be installed around construction areas that require earthwork to help aid in the prevention of Project related sediments, debris and other pollutants from entering adjacent wetlands or waters.
- These erosion and siltation controls include devices and measures such as temporary silt fences, filter socks, straw bales, fiber logs, seeding or sodding of exposed soils, erosion control fabric, slope breakers, and trench breakers. All control measures will be properly selected, installed, and maintained in accordance with the manufacturer's specifications and good engineering practices.

- Temporary erosion controls will be inspected on a daily basis in areas of active construction or equipment operation, on a weekly basis in areas with no construction or equipment operation, and within 24 hours of each 0.5 inch of rainfall.
- All ineffective temporary erosion control measures will be repaired within 24 hours of identification, or as soon as conditions allow. If weather or other factors prevent initiation of corrective actions within 24 hours, the corrective action will be completed as soon as practicable.
- Permanent ECDs will be utilized on adjacent upland areas to minimize long-term sedimentation in wetlands. Energy dissipation devices may be installed at the down-slope end of surface water diversion devices to prevent erosion off the Project area into adjacent wetlands. Permanent erosion controls, which may alter hydrology, will not be installed within wetland boundaries.
- Temporary equipment bridges will be installed for access along temporary workspaces in an effort to reduce turbidity and sedimentation impacts resulting from construction equipment and vehicular traffic crossing waterbodies. Timber mats or portable prefabricated bridges may be used as equipment bridges, which will be designed to accommodate normal to high stream flow and will be maintained to prevent obstruction of water flow during construction.
- Whenever possible, in-stream construction activities will be conducted during low-flow periods to minimize sedimentation and turbidity, stream bank disturbances, and limit the time it will take to complete in-stream construction.
- Temporary culverts will be installed and maintained to ensure that hydrologic flow is uncompromised.
- Topsoil will be segregated in unsaturated wetlands to reduce the potential for compaction, preserve the seed bank, and allow for successful restoration of the disturbed area following completion of Project activities.
- In areas where topsoil has been segregated, the subsoil will be replaced and segregated topsoil will be returned to its original horizon, as practicable. Subsoil and/or topsoil decompaction will be conducted, as necessary.
- Stream banks, stream beds, and wetlands will be restored to pre-construction contours to the maximum extent practicable.
- Water pumped out of the trench will be discharged in accordance with permit conditions through hay/straw bale structures and/or filter bags in order to reduce the rate of water flow and prevent scouring from runoff.
- Hazardous materials, chemicals, lubricating oils, and fuels used during construction will be stored no less than 100 feet from surface waterbodies or wetlands.
- Whenever practicable, heavy equipment will not be parked or refueled less than 100 feet from surface waterbodies or wetlands, or precautions such as continual monitoring of fuel transfer, secondary containment structures, and utilization of spill kit readiness will be employed.