PUBLIC NOTICE



US Army Corps of Engineers * New England District 696 Virginia Road Concord, MA 01742-2751 Comment Period Begins: February 17, 2023 Comment Period Ends: April 4, 2023 File Number: NAE-2020-00958 In Reply Refer To: Ruth Ann Brien Phone: (978) 318-8054 E-mail: <u>Ruthann.A.Brien@usace.army.mil</u>

ANNOUNCEMENT OF PUBLIC MEETINGS AND REQUEST FOR PUBLIC COMMENT

The District Engineer has received a permit application to conduct work in waters of the United States, navigable waters, and the Outer Continental Shelf from Jennifer Flood representing SouthCoast Wind Energy (formerly Mayflower Wind Energy, LLC) at 101 Federal Street, Suite 1900, Boston, MA 02110. The majority of the proposed work would be located in the Atlantic Ocean in the Bureau of Ocean Energy Management's (BOEM) Renewable Energy Lease Area OCS-A 0521, which is approximately 127,388 acres in size and is located 26 nautical miles (nm) south of Martha's Vineyard, MA and approximately 20 nm south of Nantucket, MA. Work outside of the lease area would also occur within the waters of the Atlantic Ocean, the Sakonnet River, Mount Hope Bay, Muskeget Channel and Falmouth Harbor.

The overall proposal involves the construction, maintenance, and eventual decommissioning of the SouthCoast Wind Farm (formerly Mayflower Wind), plus associated offshore and onshore export cables and onshore substation work. The SouthCoast Wind Farm would include up to 149 positions within the lease area to be occupied by up to 147 wind turbine generators (WTGs) and up to five offshore substation platforms (OSPs) connected by a network of inter-array cables (IACs). The 149 positions would conform to a 1.0 nm x 1.0 nm grid layout with an east-west and north-south orientation. SouthCoast Wind is considering four types of fixed substructures to support the WTGs and OSPs: monopile, piled jacket, suction-bucket jacket, and gravity-based structures (GBS). Scour protection may be required for each substructure and options under consideration include rock, concrete mattresses, sandbags, artificial seaweeds/reefs/frond mats, or self-deploying umbrella systems (typically used for suction bucket jackets).

The inter-array cable system would connect the WTGs to the OSPs through a series of submarine cables. These cables would range from 5 inches to 8 inches in diameter and would be buried to a depth ranging from 3.2 feet to 8.2 feet with a target depth of 6 feet below the substrate. Installation methods under consideration include use of a jetting ROV, a pre-cut plow, a mechanical plow and/or a mechanical cutting ROV system.

In areas where burial could not occur, where sufficient burial depth could not be achieved due to seabed conditions, or where protection would be needed due to the cables crossing other cables or pipelines, cable protection in the form of hard armoring would be installed. Based on preliminary understanding of site conditions from surveys completed in 2019 and 2020, SouthCoast Wind estimates that 10 percent of the interarray cables would also require cable protection. These secondary cable protection methods may include the creation of a rock berm, concrete mattress placement, rock placement, and/or the use of fronded mattresses.

Half shells may be used as well, and they are typically used to protect cable ends at pull-in areas and where trenching is not possible. Any required crossings of other offshore wind project cables or existing third-party cables by the inter-array cables would utilize mutually agreeable crossing designs consistent with typical industry practices, which typically involves use of concrete mattresses (though other crossing methods may be assessed for use). Minimum separation distances would be determined so that all cables could be safely operated.

The proposed project would include two offshore export cable corridors (ECCs) with associated landings and onshore work. One ECC would land at Falmouth, MA and the other would land at Brayton Point in Somerset, MA. Each ECC would deliver up to 1200 megawatts (MW) of power to the Massachusetts Grid.

Falmouth Export Cable Corridor

The Falmouth ECC route would begin at the OSPs within the lease area, would extend northward through Muskeget Channel between Nantucket and Martha's Vineyard, and would then head northwest to the Falmouth landing site with a maximum cable route length of 87 miles. SouthCoast Wind would maintain an ECC width of between 2,625 feet (800 meters) and 3,280 feet (1,000 meters) to allow for manoeuvrability during installation and maintenance. Within the Falmouth ECC, up to five offshore export cables, including up to four power cables and one dedicated communications cable, would connect the OSPs to the landfall site. The cables are approximately 13.8 inches in diameter.

The methods under consideration for cable installation include use of a vertical injector, a jetting sled, a jetting ROV, a pre-cut plow, a mechanical plow, and/or a mechanical cutting ROV system. Cable installation would assume cable burial along the entire Falmouth offshore export cable route via one of these methods and would conservatively assume a width of surface impact of 19.7 feet around each cable. The estimated cable burial depth ranges from 3.2 feet to 13.1 feet with a target depth of 6 feet.

In areas where burial could not occur, where sufficient burial depth could not be achieved due to seabed conditions, or where protection would be needed due to the cables crossing other cables or pipelines, cable protection in the form of hard armoring would be installed. Based on preliminary understanding of site conditions from geophysical and geotechnical surveys completed in 2019 and 2020, SouthCoast Wind estimates that 10 percent of the Falmouth ECC would require cable protection. These secondary cable protection methods would include the creation of a rock berm, concrete mattress placement, rock placement, and/or use of fronded mattresses. Half shells would possibly be used as well to protect cable ends at pull-in areas where trenching would not be possible.

A total of up to nine cable crossings at two locations would be required for installation of the proposed cables within the Falmouth ECC. Any required cable crossings would utilize mutually agreeable crossing designs consistent with typical industry practices, which would typically involve use of concrete mattresses (though other crossing methods may be assessed for use). Minimum separation distances would be determined so that all cables could be safely operated.

Seabed preparation would be needed prior to cable installation work. In areas where sand waves are present, the tops may need to be removed to provide a level bottom to install the export cable. Removal of sand waves can be conducted using a trailing suction hopper dredger, a water-injection dredge in shallower areas, or constant flow excavators. The sand wave material would remain within the ECC limits. Sand wave clearance is

estimated to be needed over approximately five percent of the Falmouth cable route. Boulder field clearance would be needed over approximately 10 percent of the cable route, and local boulder removal via boulder grabs would be needed in other locations. Sand wave and boulder field clearance is expected to be needed primarily in areas of the ECC traversing Muskeget Channel and Nantucket Sound. It is also assumed that a pre-lay grapnel run to remove debris/obstructions prior to cable installation would be performed along the entire length of the cable route.

Falmouth Landing and Onshore Work:

The proposed landing in Falmouth would occur at Worcester Avenue. Two alternative landings- at Central Park and Shore Street- are also being evaluated by the applicant in case technical issues arise with the proposed landing. All landing options would involve the use of HDD methods to avoid direct impacts to identified eelgrass beds.

Up to twelve new underground onshore export power cables would transmit the project's electricity from the landfall site in Falmouth to a new onshore substation to be commissioned by SouthCoast Wind which would transform the export cable voltage to 345 kilovolts to be compatible with the Falmouth Point of Interconnection (POI). There are two onshore substation locations under consideration. The preferred location is the Lawrence Lynch site at 396 Gifford Street. The alternative location is the Cape Cod Aggregates site at 469 Thomas Landers Road.

Brayton Point Export Cable Corridor:

Within the Brayton Point ECC, the cables would start at one or more OSPs within the lease area, run west to Rhode Island waters and north up the Sakonnet River. The cables would then make intermediate landfall and cross Aquidneck Island after which they would run north through Mount Hope Bay to Brayton Point in Somerset, MA. The Brayton Point ECC would have a maximum length of 124 miles.

There are four alternative locations where the offshore export cables would cross Aquidneck Island on route to Brayton Point. All of the alternatives would involve underground cables with HDD work at each end to transition from the Sakonnet River to Aquidneck Island and then from Aquidneck Island to Mount Hope Bay while limiting nearshore impacts.

SouthCoast Wind would maintain an ECC width of between 1,640 ft (500 m) and 2,300 ft (700 m) to allow for manoeuvrability during installation and maintenance. Within the Brayton Point ECC, up to six offshore export cables, including up to four power cables and up to two dedicated communications cables, would connect the OSPs to a landfall site at Brayton Point. The cables are approximately 6.9 inches in diameter.

The methods under consideration for cable installation include use of a vertical injector, a jetting sled, a jetting ROV, a pre-cut plow, a mechanical plow, and/or a mechanical cutting ROV system. Cable installation would assume cable burial along the entire Brayton Point offshore export cable route via one of these methods and would conservatively assume a width of surface impact of 19.7 feet around each cable. The estimated cable burial depth ranges from 3.2 feet to 13.1 feet with a target depth of 6 feet.

In areas where burial could not occur, where sufficient burial depth could not be achieved due to seabed conditions, or where protection would be needed due to the cables crossing other cables or pipelines, cable protection in the form of hard armoring would be installed. Based on preliminary understanding of site

conditions from geophysical and geotechnical surveys completed in 2019 and 2020, SouthCoast Wind estimates 15 percent of the Brayton Point ECC would require cable protection. These secondary cable protection methods could include creation of a rock berm, concrete mattress placement, rock bag placement, and/or use of fronded mattresses. Half shells would possibly be used as well to protect cable ends at pull-in areas where trenching would not be possible.

A total of up to 16 cable crossings and three pipeline crossings would be required for installation of the cables within the Brayton Point ECC. Any required cable crossings would utilize mutually agreeable crossing designs consistent with typical industry practices, which would typically involve use of concrete mattresses (though other crossing methods may be assessed for use). Minimum separation distances would be determined so that all cables could be safely operated.

Seabed preparation prior to cable installation would include boulder field clearance over approximately 10 percent of the cable route, as well as local boulder removal via boulder grabs in other locations. It is also assumed that a pre-lay grapnel run would be performed along the entire length of the cable route to remove debris/obstructions prior to cable installation.

Brayton Point Landing and Onshore Work:

Two landfall sites are under consideration at Brayton Point. The western landfall from Lee River is the preferred route. However, if technical issues arise, an eastern landfall from the Taunton River is proposed as an alternative landing route. Horizontal directional drilling would be used in the nearshore environment to limit aquatic impacts.

SouthCoast Wind would commission the development of one new High Voltage Direct Current (HVDC) converter station to convert the project's power to High Voltage Alternating Current (HVAC). Then a new underground 345-kV transmission line would be constructed to connect the converter station to the existing POI, which is the National Grid substation at Brayton Point. The converter station and transmission line would be constructed at the site of the former Brayton Point Power Station.

The work to be reviewed by the Corps under Section 404 of the Clean Water Act includes all activities that constitute the discharge of dredged or fill material within waters of the United States. In tidal waters, the USACE's Section 404 jurisdiction extends from the high tide line to the limits of the territorial seas (see 33 CFR § 328.4). The limit of jurisdiction in the territorial seas is measured from the baseline in a seaward direction for a distance of three nautical miles. The limit of Section 404 jurisdiction in non-tidal waters is as follows: (1) In the absence of adjacent wetlands, the jurisdiction extends to the ordinary high water mark; (2) When adjacent wetlands are present, the jurisdiction extends beyond the ordinary high water mark to the limit of the adjacent wetlands; or (3) When the water of the United States consists only of wetlands the jurisdiction extends to the limit of the wetland.

The proposed project work within the limits of Section 404 jurisdiction in tidal waters is associated with the installation of the offshore export cables and includes relocation of sand waves, boulder clearance, backfilling of trenches during cable laying, placing hard armor as needed for cable protection, and redepositing the dredged material from the exit pits once the HDD work is complete. The proposed work within the limits of Section 404 jurisdiction in non-tidal waters and wetlands includes the discharge of fill associated with onshore cable

installation, underground transmission lines, and the building of an onshore substation and HVDC converter station.

Under Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. § 403), the USACE regulates construction of any structures and work that are located in or that affect "navigable waters of the U.S." In tidal waters, the shoreward limit of navigable waters extends to the mean high water line while the seaward limit coincides with the limit of the territorial seas. The USACE's authority to prevent obstructions to navigation in navigable waters of the United States was extended to artificial islands, installations, and other devices located on the seabed, to the seaward limit of the outer continental shelf, by section 4(f) of the Outer Continental Shelf Lands Act of 1953 as amended (43 U.S.C. 1333(e) and 33 CFR 320.2). Therefore the geographical area of the proposed work to be reviewed under Section 10 extends from the mean high water line of Mount Hope Bay near Brayton Point and from the mean high water line of Falmouth Harbor out to and encompassing BOEM Lease Area OCS-A 0521 in the Atlantic Ocean. The proposed work to be reviewed under Section 10 includes dredging associated with sand waves and HDD pits, boulder clearance work, structures including WTGs, OSPs, inter-array cables and export cables, and hard armoring for cable protection.

Maximum Lease Area Impacts:

Activity	Impacts	Authority
WTG Temporary Installation Disturbance	147 acres	Sec 10
WTG Structures & Cable Protection Footprint	1698 acres	Sec 10
OSP Temporary Installation Disturbance	3 acres	Sec 10
OSP Structures & Cable Protection Footprint	21.8 acres	Sec 10
IAC Temporary Installation Disturbance	1,186 acres	Sec 10
IAC Cable Protection Footprint	122 acres	Sec 10

Maximum Falmouth ECC and Onshore Impacts:

Activity	Waters (acres)	Wetlands (acres)	Authority
Seabed Prep: Sand Wave Dredge &			-
Boulder Clearance (within 3 nm)	331 ac	0 ac	Sec 10/404
Seabed Prep: Sand Wave Dredge &			
Boulder Clearance (past 3 nm)	359 ac	0 ac	Sec 10
Export Cable Installation (within 3 nm)	448 ac	0 ac	Sec 10/404
Export Cable Installation (past 3 nm)	482 ac	0 ac	Sec 10
Export Cable Protection (within 3 nm)	65 ac	0 ac	Sec 10/404
Export Cable Protection (past 3 nm)	70 ac	0 ac	Sec 10
Landfall	0.1 ac	0 ac	Sec 10/404
HDD Pits	0.4 ac	0 ac	Sec 10/404
Onshore Export Cable Routes	.01 ac	0.79 ac	Sec 404
Onshore Substation	0.95 ac	0 ac	Sec 404
Underground Transmission Line	0.15 ac	2 ac	Sec 404

Maximum Brayton Point ECC and Onshore Impacts:

Activity	Waters (acres)	Wetlands (acres)	Authority
Boulder Clearance (within 3 nm)	24 ac	0 ac	Sec 10/404
Boulder Clearance (past 3 nm)	106 ac	0 ac	Sec 10
Export Cable Installation (within 3 nm)	88 ac	0 ac	Sec 10/404
Export Cable Installation (past 3 nm)	426 ac	0 ac	Sec 10
Export Cable Protection (within 3 nm)	20 ac	0 ac	Sec 10/404
Export Cable Protection (past 3 nm)	92 ac	0 ac	Sec 10
Aquidneck Cables	.07 ac	1.12 ac	Sec 10/404
Landfall	0.13 ac	0 ac	Sec 10/404
HDD Pits	1.2 ac	0 ac	Sec 10/404
Onshore Export Cable Routes	.05 ac	0 acre	Sec 404
HVDC Converter Station	2.9 ac	0 acre	Sec 404
Underground Transmission Line	0 ac	0 acre	Sec 404

The proposed work is shown on the enclosed thirty (30) sheets of figures and plans. These plans can be accessed on our website by following this link: <u>https://www.nae.usace.army.mil/Missions/PublicNotices/</u> and looking under "Regulatory/Permitting Public Notices".

<u>Project Purpose</u>: The applicant's stated purpose and need for the Project is to provide a commercially viable offshore wind energy project within Lease OCS-A 0521 to provide 2400 MW of clean, renewable wind energy to the northeast United States.

The basic project purpose, as determined by the USACE for the Section 404(b)(1) guidelines evaluation, is offshore wind energy generation.

The overall Project purpose for the Section 404(b)(1) guidelines evaluation, as determined by the USACE, is the construction and any needed maintenance of a commercial-scale offshore wind energy project, including associated transmission lines, for renewable energy generation and distribution to the Massachusetts Grid.

Avoidance, Minimization and Compensatory Mitigation: The applicant has designed the Southcoast Wind Project to avoid and minimize impacts to waters of the United States. In offshore areas where impacts to marine resources are unavoidable, the applicant has attempted to limit direct impacts to Corps defined special aquatic sites (SAS) including tidal wetlands, submerged aquatic vegetation, intertidal mud flats, and coral reefs. Impacts are anticipated to consist of structures, fills, and temporary construction impacts with no permanent losses of waters of the United States. Compensatory mitigation requirements are under consideration.

The United States Army Corps of Engineers neither favors nor opposes the proposed construction work.

BOEM is the lead federal agency for federal review of this project in relation to the National Environmental Policy Act (NEPA), Section 7 of the Endangered Species Act (16 U.S.C. 1531), the Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. 1851) and Section 106 of the National Historical Preservation Act (NHPA). The project is identified as Docket No. BOEM-2023-0011. As the lead federal agency, BOEM has prepared a Draft Environmental Impact Assessment (DEIS) in accordance with NEPA. The DEIS includes an

initial review of the project in relation to Section 7 of the Endangered Species Act and Section 106 of the NHPA, as well as other applicable Federal regulations. The DEIS will be issued and published in the federal register on February 17, 2023 and is available for review at <u>https://www.boem.gov/renewable-energy/state-activities/southcoast-wind-formerly-mayflower-wind</u>

Comments may be submitted directly to BOEM, as the lead federal agency, in one of four ways: 1) Orally or in written form at one of the public meetings referenced below. 2) In written form by mail or other delivery service, enclosed in an envelope labeled "SouthCoast Wind COP DEIS" and addressed to Program Chief, Office of Renewable Energy Programs, Bureau of Ocean Energy Management, 45600 Woodland Road, Sterling, VA 20166. 3) Through the regulations.gov web portal: Navigate to http://www.regulations.gov and search for Docket No. BOEM-2023-0011. Click on the "Comment" button below the document link. Enter your information and comment, then click "Submit Comment". 4) By attending one of BOEM's virtual public hearings and providing verbal comments. As the lead federal agency, BOEM is hosting the meetings and USACE will participate in the meetings.

The dates and registration links for the virtual public hearings are provided below:

Date	Location
Monday, March 20, 2023	Zoom Registration Link:
5:00 pm ET (virtual)	https://us02web.zoom.us/webinar/register/WN_nyLIQf
	vSTBS6klNMmwMofw
Wednesday, March 22, 2023	Zoom Registration Link:
1:00 pm ET (virtual)	bttps://us02web.zoom.us/webingr/register/WNLEkDov
	Rtps://dso2wc0.200m.ds/wc0mai/register/wrt_rkD0v
	<u>8515 V W 50W_Z1 / U W / W</u>
Monday, March 27, 2023	Zoom Registration Link:
5:00 pm ET (virtual)	https://us02web.zoom.us/webinar/register/WN_Yck7uc
	H0RQ2NtKDsWtTGoA

AUTHORITY

Permits are required pursuant to:

- X Section 10 of the Rivers and Harbors Act of 1899
- X Section 404 of the Clean Water Act
- Section 103 of the Marine Protection, Research and Sanctuaries Act.

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which may reasonably accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are:

conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties/cultural value, fish and wildlife values, flood hazards, flood plain value, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production, mineral needs, consideration of property ownership and, in general, the needs and welfare of the people.

The U.S. Army Corps of Engineers, New England District (USACE), 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. The USACE will consider all comments received to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments will be used in the USACE's reviews of the project, including the USACE-specific assessment of impacts to conservation, economics, aesthetics, general environmental concerns, water quality, and the other public interest factors listed above. Comments will also be used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

As the activity involves the discharge of dredged or fill material into waters of the United States, the evaluation of the impact of the activity on the public interest will also 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. Comments received in response to the public notice will also be used in determining compliance with these guidelines.

ESSENTIAL FISH HABITAT

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 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). Essential Fish Habitat describes waters and substrate necessary for fish for spawning, breeding, feeding or growth to maturity. Further consultation with the National Marine Fisheries Service regarding EFH conservation recommendations is being conducted by BOEM as the lead federal agency and will be concluded prior to the final decision.

NATIONAL HISTORIC PRESERVATION ACT

Based on their initial review as the lead federal agency, BOEM has determined that the proposed work may impact properties listed in, or eligible for listing in, the National Register of Historic Places. Additional review and consultation to fulfil requirements under Section 106 of the National Historic Preservation Act of 1966, as amended, will be ongoing as part of the permit review process.

ENDANGERED SPECIES CONSULTATION

As the lead federal agency, BOEM is reviewing the project for potential impacts on Federally-listed threatened or endangered species and their designated critical habitat pursuant to Section 7 of the Endangered Species Act as amended. BOEM is coordinating with the NMFS and/or U.S. Fish and Wildlife Service on listed species and the ESA consultation will be concluded prior to the final decision.

OTHER GOVERNMENT AUTHORIZATIONS

The applicant has stated that the proposed work will comply with and will be conducted in a manner that is consistent with the approved Coastal Zone Management programs of Rhode Island and Massachusetts.

The following authorizations have been applied for, or have been, or will be obtained:

- (X) Permit, license or assent from State.
- (X) Permit from local wetland agency or conservation commission.
- (X) Water Quality Certification in accordance with Section 401 of the Clean Water Act.

COMMENTS

In order to properly evaluate the proposal, we are seeking public comment. Anyone wishing to comment is encouraged to do so. Comments should be submitted in writing by the above date. If you have any questions, please contact Ruth Ann Brien at (978) 318-8054 or (800) 343-4789 or (800) 362-4367, if calling from within Massachusetts.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for a public hearing shall specifically state the reasons for holding a public hearing. The USACE holds public hearings for the purpose of obtaining public comments when that is the best means for understanding a wide variety of concerns from a diverse segment of the public.

The initial determinations made herein will be reviewed in light of facts submitted in response to this notice. All comments will be considered a matter of public record. Copies of letters of objection will be forwarded to the applicant who will normally be requested to contact objectors directly in an effort to reach an understanding.

THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.

Paul Maniccia

Paul Maniccia Chief, Permits and Enforcement Branch Regulatory Division

If you would prefer not to continue receiving Public Notices by email, please contact Ms. Tina Chaisson at (978) 318-8058 or e-mail her at <u>bettina.m.chaisson@usace.army.mil</u>.







Map of ECCs depicting segments where various seafloor preparation and installation temporary disturbances activities, such as sand wave clearance, boulder clearance and removal, and anchoring, are anticipated to occur



Bar Measures 1 inch



Bar Measures 1 inch



Bar Measures 1 inch















FIGURE 5-10 FALMOUTH ONSHORE PROJECT AREA WETLANDS AND VERNAL POOLS



CONFIDENTIAL





SOUTHCOAST WIND

Landfall Options and Underground Export Cables Aquidneck

Date: 2/8/2023 Projection: NAD83/RI (ftUS) EPSG::3438 Scale: 1:35,000

LEGEND





FNP Fall River Channel Area

Mayflower Wind Lease t) O NearestPoint_FNP_FallRiver

FNP Fall River Channel Buffer (105 ft) O

Offshore Export Cable Corridor





Site 8 (HVDC Converter Station Area)

Offshore HDD Areas

318000

4620750

4620000



Site 6c (Eastern)





FIGURE 5-11 BRAYTON POINT ONSHORE PROJECT AREA WETLANDS AND VERNAL POOLS







FIGURE 3-1 INDICATIVE INTER-ARRAY CABLE LAYOUT 1







FIGURE 3-2 INDICATIVE INTER-ARRAY CABLE LAYOUT 2



*Note: Indicative diagram of single-footed GBS Substructure

FIGURE 3-10. INDICATIVE WTG GRAVITY-BASED STRUCTURE DIAGRAM





FIGURE 3-7. INDICATIVE WTG MONOPILE SUBSTRUCTURE DIAGRAM





FIGURE 3-8. INDICATIVE WTG PILED JACKET SUBSTRUCTURE DIAGRAM





FIGURE 3-9. INDICATIVE WTG SUCTION-BUCKET SUBSTRUCTURE DIAGRAM





FIGURE 3-14. INDICATIVE WTG DIAGRAM













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- 5. CONSTRUCTION OF TEMPORARY CONTAINMENT STRUCTURES (E.G. COI

- 1. HDD GEOMETRY VARIES BY LOCATION AND TO ACCOMMODATE SITE AN

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			n	ю.	date	by	ckd	description		
			/	A	12/1/2020	JR	DDL	ISSUED FOR REVI	EW	
			E	B	12/9/2020	JR	DDL	ISSUED FOR REVI	EW	
			(C /	12/18/2020	JR	DDL	ISSUED FOR REVI	EW	
				D	12/22/2020	JR	DDL	ISSUED FOR REVI	EW	
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				F	01/13/2021	JR	DDL	ISSUED FOR REVI	EW	
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/	OCEAN BOTTOM →		- -	date	e 01-DE0 igned	BU M		detailed checked		н
ND					L	AN SC	DFA HEI	LL HDD MATIC		I
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			E	12/29/2020	JR	DDL	ISSUED FOR REVIEW	
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