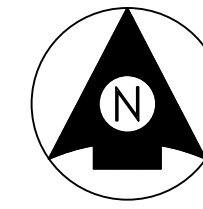


C5 Route 6 Microtunnel



NEW ENGLAND WIND 2 CONNECTOR ONSHORE 275 kV TRANSMISSION ROUTE 6 CROSSING

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	GENERAL NOTES & DETAILS
3	ROUTE 6 CROSSING TUNNEL ALIGNMENT 1 - PLAN AND PROFILE
4	ROUTE 6 CROSSING TUNNEL ALIGNMENT 2 - PLAN AND PROFILE
5	ROUTE 6 CROSSING TUNNEL ALIGNMENT 1 - CONSTRUCTION STAGING
6	ROUTE 6 CROSSING TUNNEL ALIGNMENT 2 - CONSTRUCTION STAGING



LOCATION MAP
SCALE: 1" = 10,000'

REV.	DATE	REVISION DESCRIPTION	STATUS	DRAWN	CHKD	APPRVD
D	2023-02-10	ISSUED FOR STATE PERMITTING	IFI	RN	MD	KEF
C	2022-09-21	ISSUED FOR STATE PERMITTING	IFI	RN	MD	KEF
B	2022-08-25	ISSUED FOR CLIENT REVIEW	IFCR	RN	MD	KEF
A	2022-06-01	PRELIMINARY	IFR	RN	JDT	KEF

CONTRACTOR:

Stantec Consulting Services Inc.
400 Crown Colony Drive Suite 200
Quincy, MA U.S.A. 02169-0982

CLIENT:

125 High Street
Boston, MA 02110

PROJECT:

NEW ENGLAND WIND 2 CONNECTOR

TITLE:

ROUTE 6 CROSSING
COVER PAGE

DOCID:

CWW-OCF-STC-DW-0006

SHEET	DWG. NO.	SCALE	FORMAT/SIZE	REV.
1		AS SHOWN	ANSI D	D
OF 6				

ALL UNITS SHOWN ARE 'ENGLISH UNITS' (FEET AND INCHES)

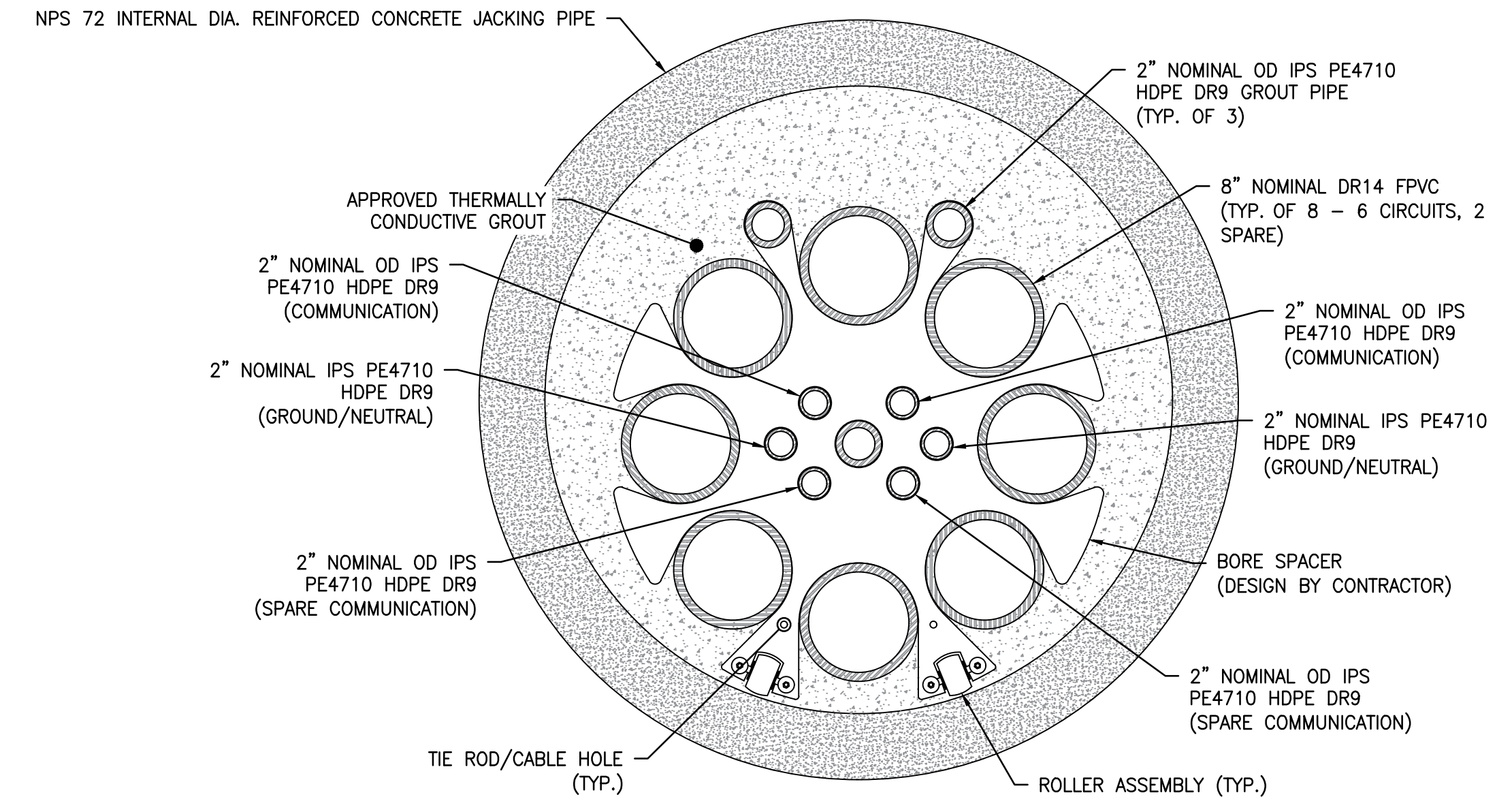
THIS PLAN SET IS PRELIMINARY AND HAS BEEN ISSUED FOR PERMITTING PURPOSES ONLY; AND, IS NOT INTENDED FOR CONSTRUCTION PURPOSES.

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GENERAL NOTES

1. UNLESS OTHERWISE NOTED:
 - 1.1. DIMENSIONS ARE IN FEET.
 - 1.2. CHAINAGES ARE MEASURED ALONG A LEVEL PLAN OF TUNNEL PATH.
 - 1.3. DATUM FOR ALL LAND BASED ELEVATIONS IS NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88).
 - 1.4. THE HORIZONTAL REFERENCE DATUM IS NORTH AMERICAN DATUM OF 1983 (NAD83).
 - 1.5. EXISTING TOPOGRAPHY IS TAKEN FROM 2016 USGS COASTAL NATIONAL ELEVATION DATABASE (CoNED) LIDAR DATA. TOPOGRAPHY TO BE CONFIRMED WITH A FIELD SURVEY.
2. UNLESS OTHERWISE NOTED, THE DESIGN CONFORMS TO THE LATEST VERSION OF REFERENCED CODES AND STANDARDS IN EFFECT AT THE TIME OF DESIGN (AUGUST 24, 2022).
3. CONSTRUCTION TO COMPLY WITH THE PROJECT'S APPLICABLE TRENCHLESS INSTALLATION SPECIFICATIONS, CROSSING AGREEMENTS, PROJECT CONSTRUCTION SPECIFICATIONS, AND FEDERAL, STATE, MASSDOT, AND MUNICIPAL REGULATIONS. REQUIREMENTS THAT THE CONTRACTOR CONSIDERS TO BE CONFLICTING SHALL BE REVIEWED BY THE PROJECT'S AUTHORIZED REPRESENTATIVE. HARD COPIES OF CROSSING AGREEMENT AND CONTRACT DOCUMENTS SHALL BE ON SITE DURING CONSTRUCTION.
4. BEFORE INITIATING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL CALL DIGSAFE AT 811 AND ALSO VERIFY THE FIELD SURVEY DATA, TOPOGRAPHY AND LOCATION OF ALL EXISTING UTILITIES.
5. CONSTRUCTION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND TRENCHLESS TECHNOLOGY EXECUTION PLAN.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING DAMAGE TO ADJACENT STRUCTURES OR FACILITIES (ABOVE OR BELOW GROUND) DUE TO TRENCHLESS TECHNOLOGY OPERATIONS.
7. THE TUNNEL SHALL FOLLOW THE PATH SHOWN ON THE DRAWINGS WITH THE FOLLOWING REQUIREMENTS AND TOLERANCES IN ORDER OF PRECEDENCE:
 - 7.1. THE FINAL INSTALLATION SHALL BE ENTIRELY WITHIN THE APPROVED RIGHT OF WAY.
 - 7.2. UNDERGROUND FACILITIES ARE PROTECTED AT ALL STAGES OF INSTALLATION, AND THE FINAL INSTALLATION IS WITHIN THE PERMISSIBLE DRILL ZONE AS DETERMINED BY THE GEOTECHNICAL SUB-SURFACE INVESTIGATIONS.
 - 7.3. THE MAXIMUM HORIZONTAL VARIANCE IN POSITION OF THE INSTALLED DRILL PATH SHALL BE 3.0 FEET FROM THE PLANNED DRILL PATH SHOWN PROVIDED THE DRILL PATH REMAINS A MINIMUM OF 5 FEET FROM THE EDGE OF THE DESIGNATED RIGHT-OR-WAY. THE MAXIMUM VERTICAL DEVIATION SHALL BE 0.0 FT SHALLOWER TO 3 FEET DEEPER THAN THE PLANNED DRILL PATH, TO A MAXIMUM 25 FEET OF COVER OVER THE CASING PIPE. ANY DEVIATIONS BEYOND THESE LIMITS SHALL BE IMMEDIATELY CORRECTED OR SUBMITTED TO THE OWNER FOR APPROVAL.
8. THIS CROSSING IS TO BE INSTALLED USING THE PIPE JACKING/SLURRY MICROTUNNELLING METHOD.
9. THE POSITION OF THE PIPELINE (AS-BUILT) SHALL BE MEASURED AND CALCULATED AT A MINIMUM AFTER EACH PIPE SEGMENT DRILLED.
10. THE FOLLOWING DATA SHALL BE TABULATED FOR EACH AS-BUILT SURVEY POINT RELATIVE TO THE PLANNED TUNNEL PATH:
 - 10.1. HORIZONTAL DISTANCE FROM THE ENTRY POINT
 - 10.2. LATERAL POSITION FROM CENTRE LINE
 - 10.3. TRUE VERTICAL DEPTH FROM ENTRY POINT
 - 10.4. INCLINATION ANGLE
 - 10.5. AZIMUTH ANGLE
 - 10.6. DISTANCE ALONG DRILLED PATH
11. THE CONTRACTOR SHALL CONDUCT A SUFFICIENT NUMBER OF CONTROL SURVEYS TO MAINTAIN THE REQUIRED POSITIONAL TOLERANCES.
12. DRILLING FLUID AND SURFACE RUNOFF FROM THE WORKSPACE SHALL BE CONTAINED TO PREVENT ITS MIGRATION FROM THE WORKSPACE.
13. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN MAXIMUM AND MINIMUM SLURRY AND LUBRICATION FLUID PRESSURE LIMITS TO AVOID FLUID RELEASE AND OVER-EXCAVATION.
14. DRILLING FLUID AND CUTTINGS SHALL BE MANAGED AND DISPOSED OF IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS.
15. ENGINEERED DRILLING FLUID PLAN MUST BE IMPLEMENTED IN THE FIELD WITH PROPOSED EQUIPMENT.
16. ENGINEERED DRILLING FLUID PLAN MUST BE APPROVED AND ACCEPTED PRIOR TO COMMENCING DRILLING. IMPLEMENTATION OF THE APPROVED PLAN WITH PROPOSED EQUIPMENT IS REQUIRED.
17. SPECIFICATIONS FOR PROPOSED EQUIPMENT FOR ANNULAR PRESSURE MONITORING, DOWNHOLE SURVEY, SURFACE TRACKING, AND ELECTRONIC DRILL RECORDING SHALL BE REVIEWED AND APPROVED BY THE PROJECT'S AUTHORIZED REPRESENTATIVE AND INSPECTED BEFORE DRILLING ACTIVITIES COMMENCE.
18. DURING CONSTRUCTION THE AREA SURROUNDING THE DRILL PATH SHALL BE MONITORED FOR FLUID RELEASE TO GROUND SURFACE. FLUID RELEASES SHALL BE REPORTED IMMEDIATELY ACCORDING TO THE EMERGENCY RESPONSE PLAN AND AS REQUIRED BY REGULATIONS AND PERMITS.
19. THE LOCATION AND DEPTH OF EXISTING UTILITIES TO BE DETERMINED PRIOR TO CONSTRUCTION.
20. THE MINIMUM PUSH RATING FOR THE PIPE JACKING FRAME SHALL BE 250 TONNES.
21. CROSSING WORKS SHALL ADHERE TO ALL REGULATORY AND PERMIT REQUIREMENTS.
22. SETTLEMENT MONITORING SHALL BE CONDUCTED AS REQUIRED BY CROSSING AGREEMENTS AND PERMITS.
23. CONTRACTOR SHALL SERVE AS ENGINEER OF RECORD FOR THE TRENCHLESS INSTALLATION. ENGINEERING AND DESIGN PRODUCTS, AS WELL AS AS-BUILT DATA, SHALL BE SEALED BY THE CONTRACTOR'S PROFESSIONAL ENGINEER REGISTERED IN THE COMMONWEALTH OF MASSACHUSETTS.
24. DEWATERING ACTIVITIES SHALL BE CONDUCTED IN A MANNER AS TO MINIMIZE THE DISCHARGE OF POLLUTANTS FROM DEWATERING OPERATIONS. DEWATERING ACTIVITIES SHALL BE CONDUCTED IN ACCORDANCE WITH PROJECT PERMITS AND APPROVALS INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) CONSTRUCTION GENERAL PERMIT (CGP) FOR STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES.
25. SHAFTS ARE TO BE BACKFILLED USING AN APPROVED PROCEDURE, AND THE SURFACE RESTORED TO FINAL GRADE FOLLOWING COMPLETION OF THE TUNNELS.
26. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE MASSDOT AND MASSACHUSETTS HIGHWAY DEPARTMENT REQUIREMENTS INCLUDING, BUT NOT LIMITED TO THE "APPLICATION REQUIREMENTS AND PERMIT CONDITIONS: PIPE JACKING, TUNNELING BORING, AND AUGERING"
27. SHAFT DIMENSIONS ARE PROVIDED FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE BASED ON PIPE JACKING CONTRACTOR REQUIREMENTS AND SHORING DESIGN.

DETAILS



SECTION A
NOT TO SCALE

ALL UNITS SHOWN ARE 'ENGLISH UNITS' (FEET AND INCHES)

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CLIENT:

125 High Street
Boston, MA 02110

PROJECT:

NEW ENGLAND WIND 2 CONNECTOR

TITLE:

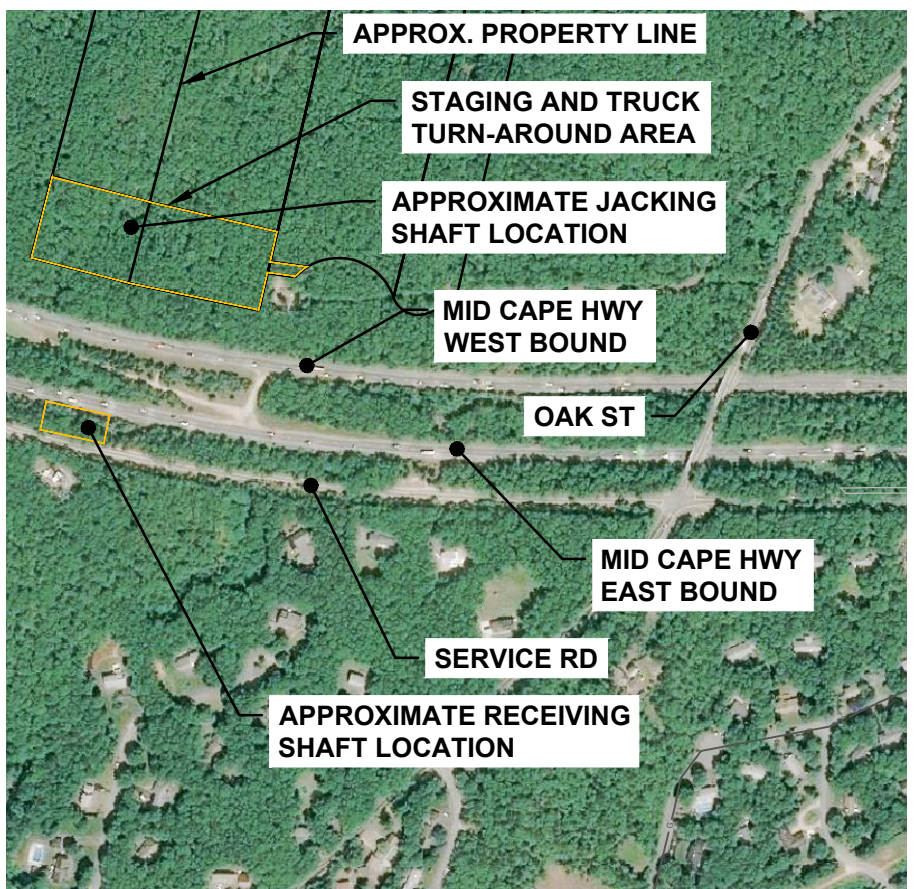
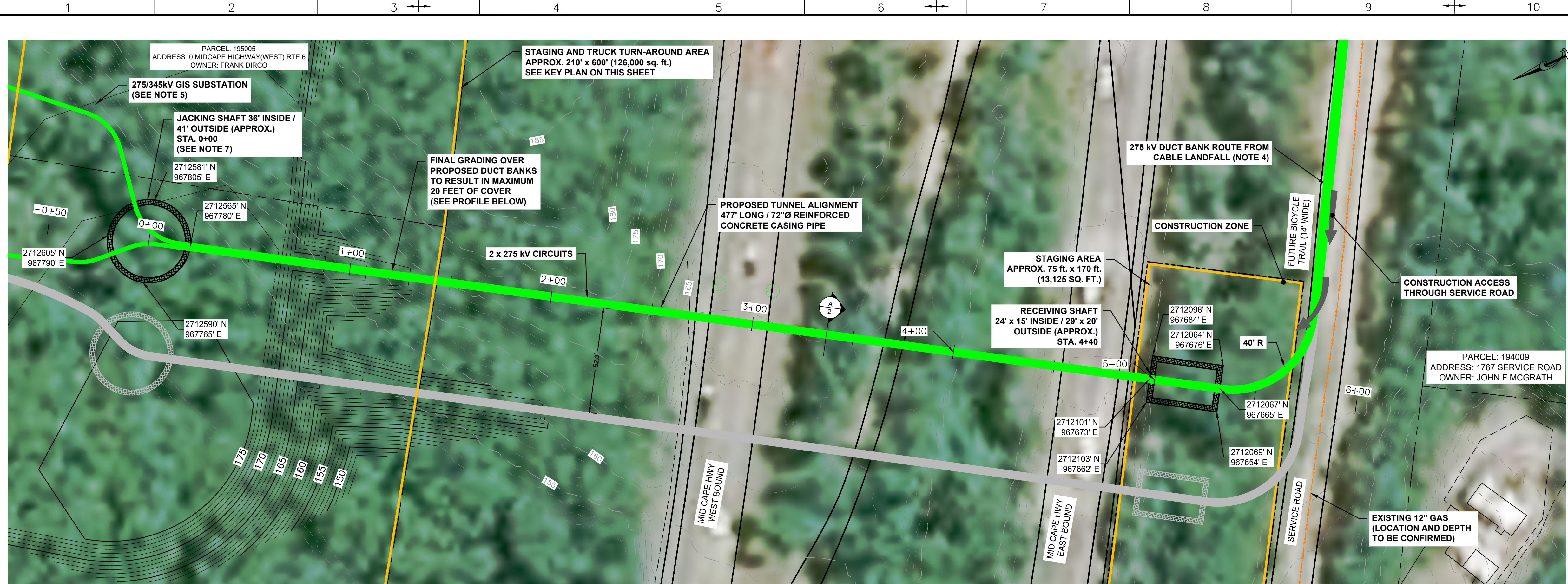
**ROUTE 6 CROSSING
GENERAL NOTES AND DETAILS**

DOCID:

CWW-OCF-STC-DW-0006

SHEET 2 OF 6 DWG. NO. SCALE AS SHOWN FORMAT/SIZE ANSI D REV. D

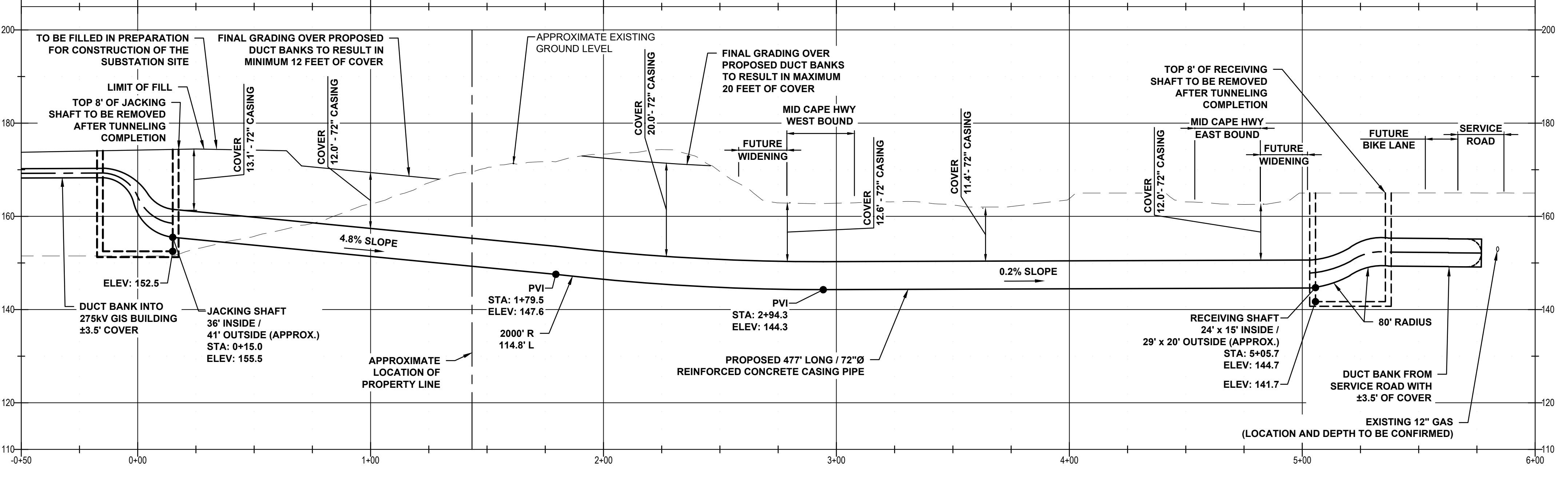
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KEY PLAN
1"=500'

- NOTES:**
- DRAWING SUBJECT TO CHANGE BASED ON FINAL SUBSTATION ELEVATION AND ELECTRICAL AMPACITY/EMF EVALUATION
 - AFTER DUCT BANK IS CONSTRUCTED AND CONNECTED TO CONDUIT IN CASING PIPE, JACKING SHAFT TO BE REMOVED AND/OR BACKFILLED TO FINISH GRADE.
 - PVI - POINT OF VERTICAL INTERSECTION
 - SEE DRAWING SET CWW-OC-PTC-DW-0001 FOR DETAILS OF INTERFACING 275KV DUCT BANK
 - SEE DRAWING SET CWW-OSP-STC-DW-0003 FOR DETAILS OF 275/345KV GIS SUBSTATION
 - SHAFT DIMENSIONS SHOWN ARE APPROXIMATE, AND ARE SUBJECT TO CHANGE TO ACCOMMODATE CONTRACTOR'S SPECIFIC TUNNELING EQUIPMENT SETUP, WHILE MEETING ALL SITE'S CONSTRAINTS.
 - FINAL JACKING SHAFT DEPTH TO BE COORDINATED WITH SEQUENCING AND GRADING OF SUBSTATION.

PLAN
1" = 30'



PROFILES
H 1" = 30'
V 1" = 15'

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A	2022-06-01	PRELIMINARY	IFR	RN	JDT	KEF

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Stantec Consulting Services Inc.
400 Crown Colony Drive Suite 200
Quincy, MA U.S.A. 02169-0982

CLIENT: **AVANGRID** and **Offshore Wind**
125 High Street
Boston, MA 02110

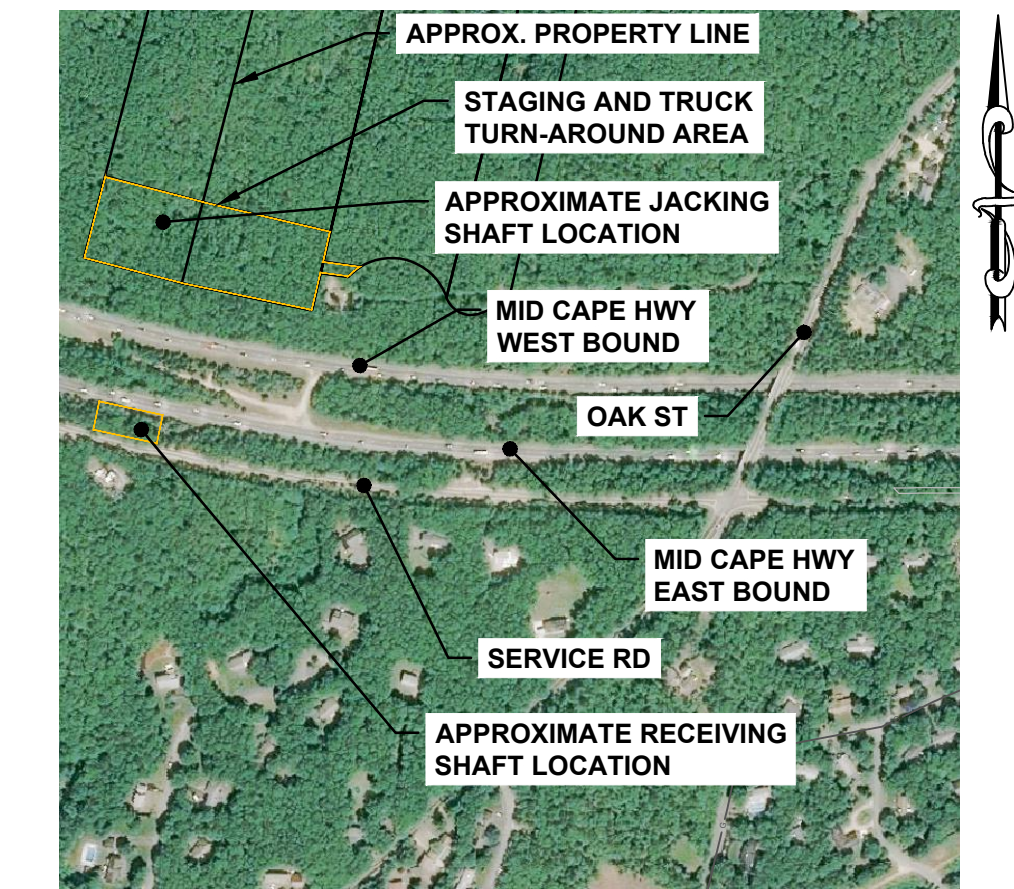
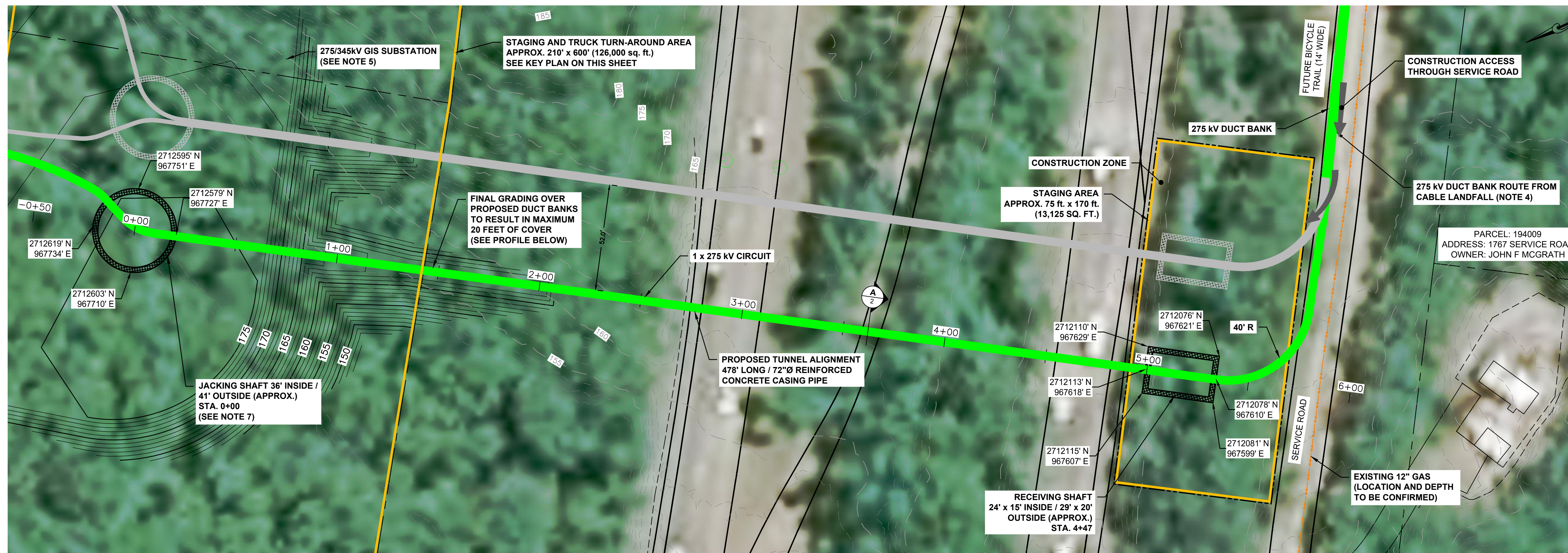
PROJECT: **NEW ENGLAND WIND 2 CONNECTOR**

TITLE: **ROUTE 6 CROSSING - TUNNEL ALIGNMENT 1 PLAN AND PROFILE**

DOCID: **CWW-OC-PTC-DW-0006**

SHEET 3 OF 6 | DWG. NO. | SCALE AS SHOWN | FORMAT/SIZE ANSI D | REV. D

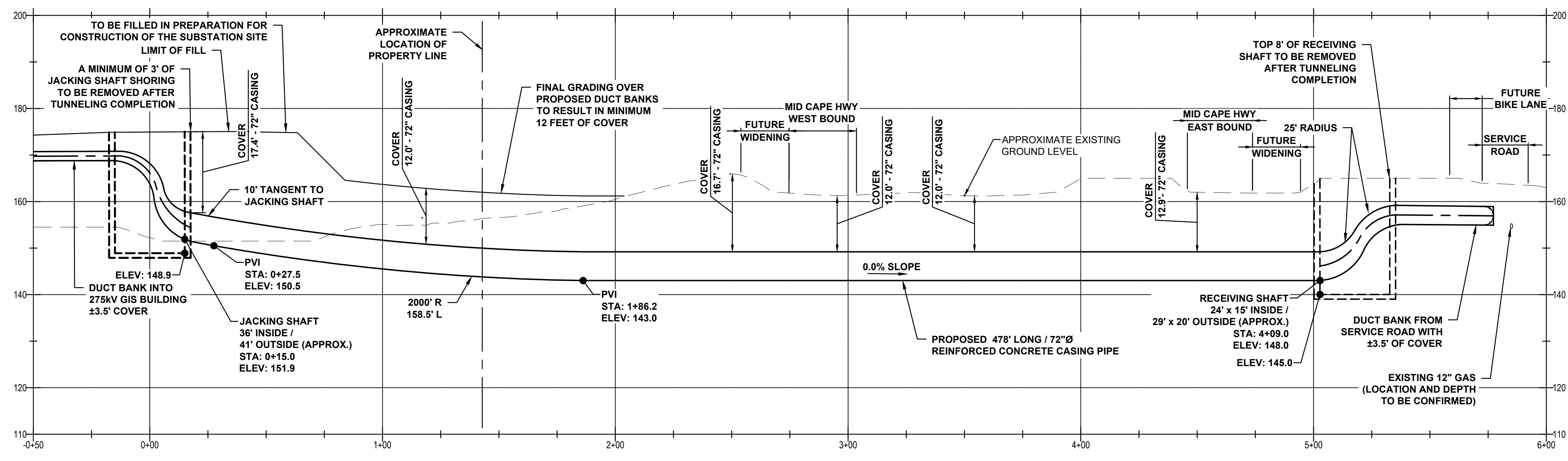
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KEY PLAN
1"=500'

- NOTES:**
- DRAWING SUBJECT TO CHANGE BASED ON FINAL SUBSTATION ELEVATION AND ELECTRICAL AMPACITY/EMF EVALUATION
 - AFTER DUCT BANK IS CONSTRUCTED AND CONNECTED TO CONDUIT IN CASING PIPE, JACKING SHAFT TO BE REMOVED AND/OR BACKFILLED TO FINISH GRADE.
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 - FINAL JACKING SHAFT DEPTH TO BE COORDINATED WITH SEQUENCING AND GRADING OF SUBSTATION.

PLAN
1" = 30'



PROFILES
H 1" = 30'
V 1" = 15'

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Stantec Consulting Services Inc.
400 Crown Colony Drive Suite 200
Quincy, MA U.S.A. 02169-0982

CLIENT: **AVANGRID** / **Offshore Wind**
125 High Street
Boston, MA 02110

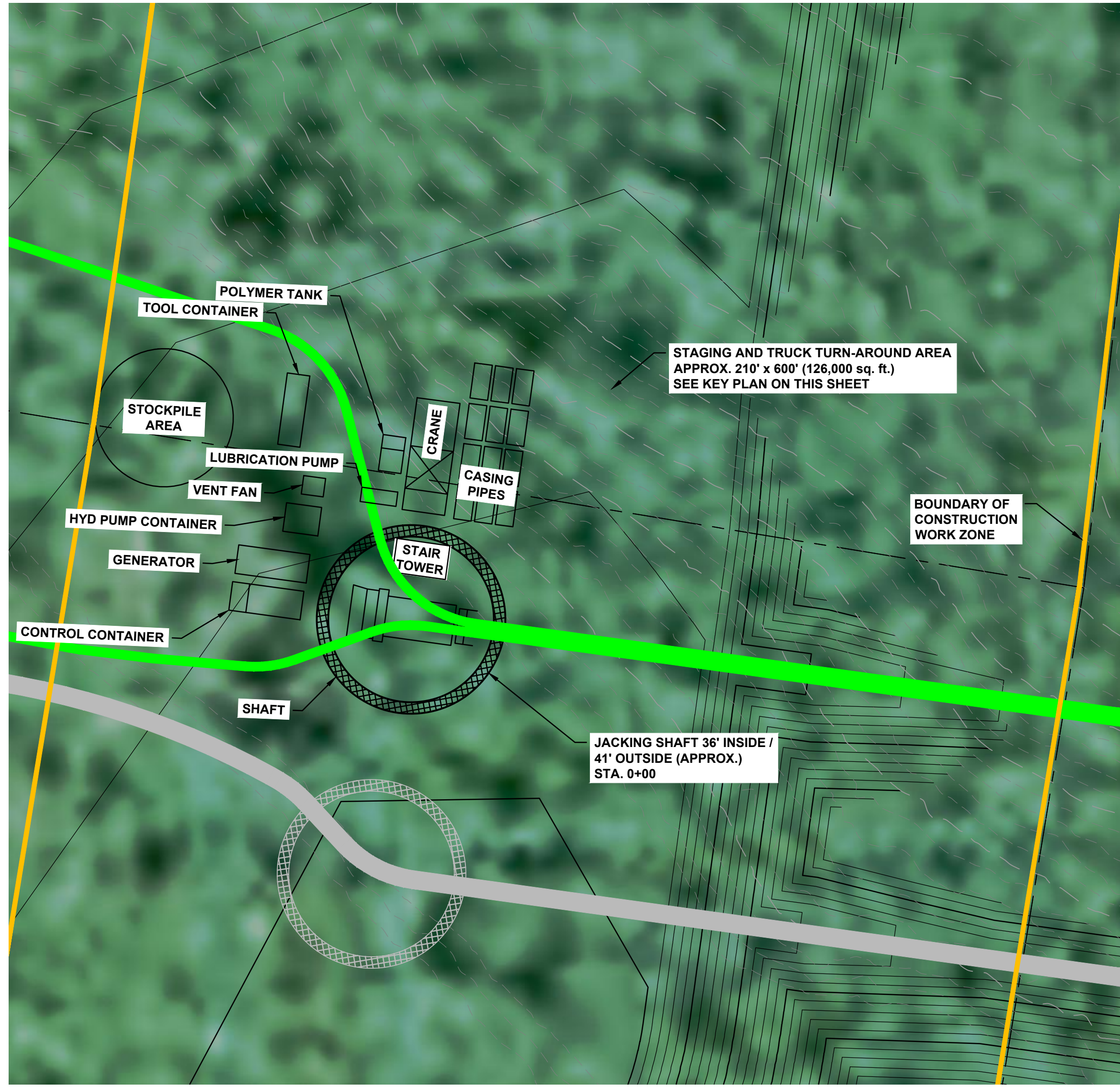
PROJECT: **NEW ENGLAND WIND 2 CONNECTOR**

TITLE: **ROUTE 6 CROSSING - TUNNEL ALIGNMENT 2 PLAN AND PROFILE**

DOCID: **CWW-OC-PTC-DW-0006**

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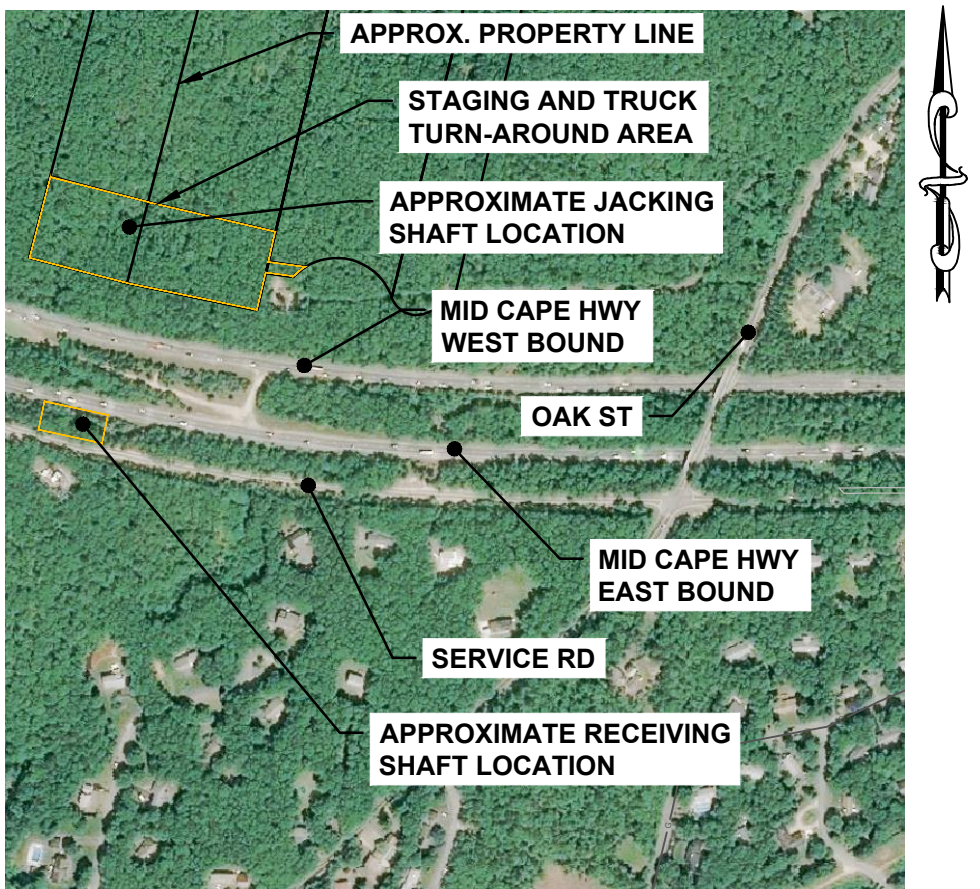
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JACKING SHAFT 1
CONSTRUCTION STAGING PLAN (TENTATIVE)
 1" = 20'



RECEIVING SHAFT 1
CONSTRUCTION STAGING PLAN
 1" = 20'



KEY PLAN
 1" = 500'

- NOTES:**
- DRAWING SUBJECT TO CHANGE BASED ON FINAL SUBSTATION ELEVATION AND ELECTRICAL AMPACITY/EMF EVALUATION
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AVANGRID Offshore Wind
 125 High Street
 Boston, MA 02110

PROJECT:

NEW ENGLAND WIND 2 CONNECTOR

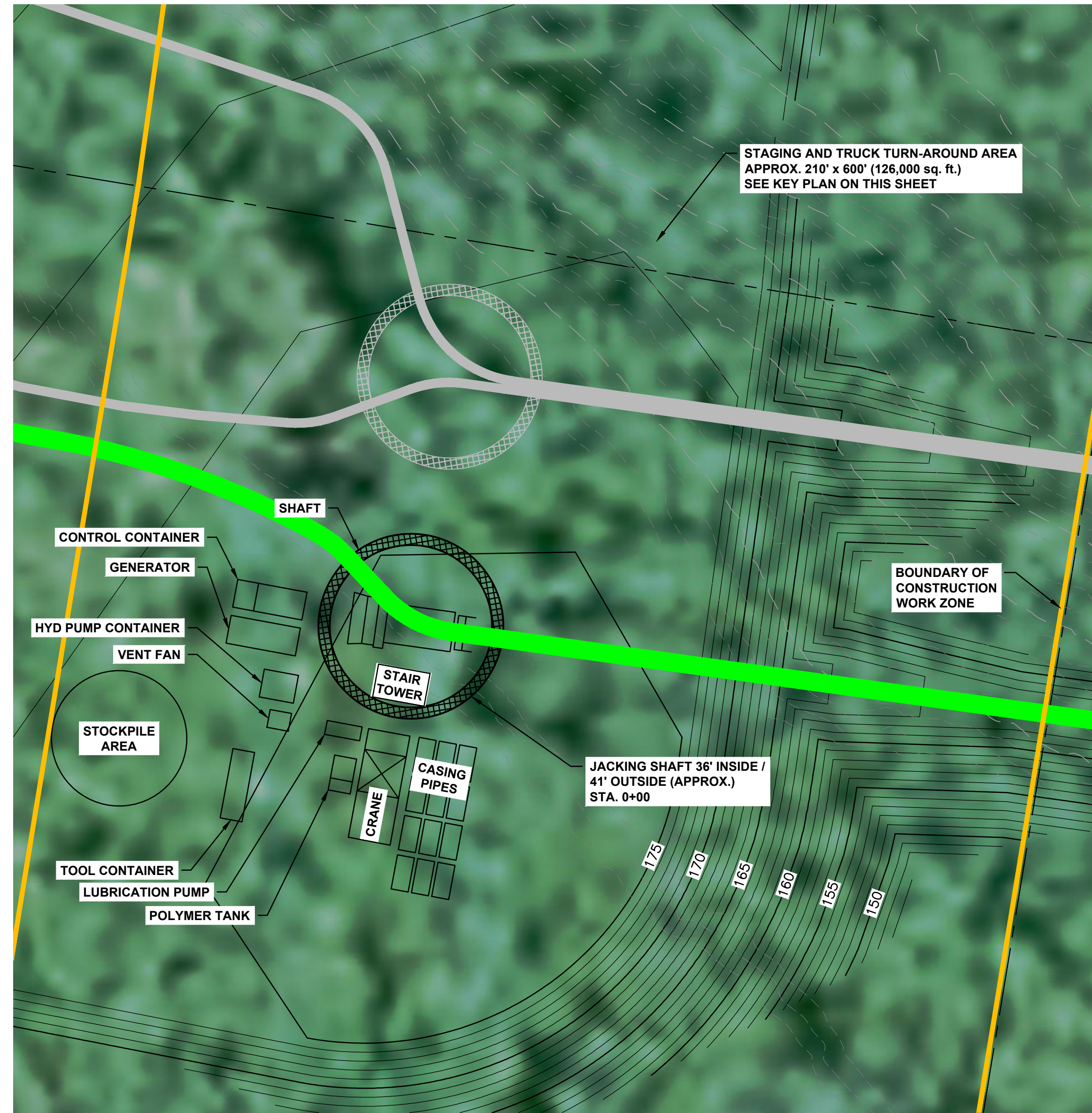
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 CONSTRUCTION STAGING

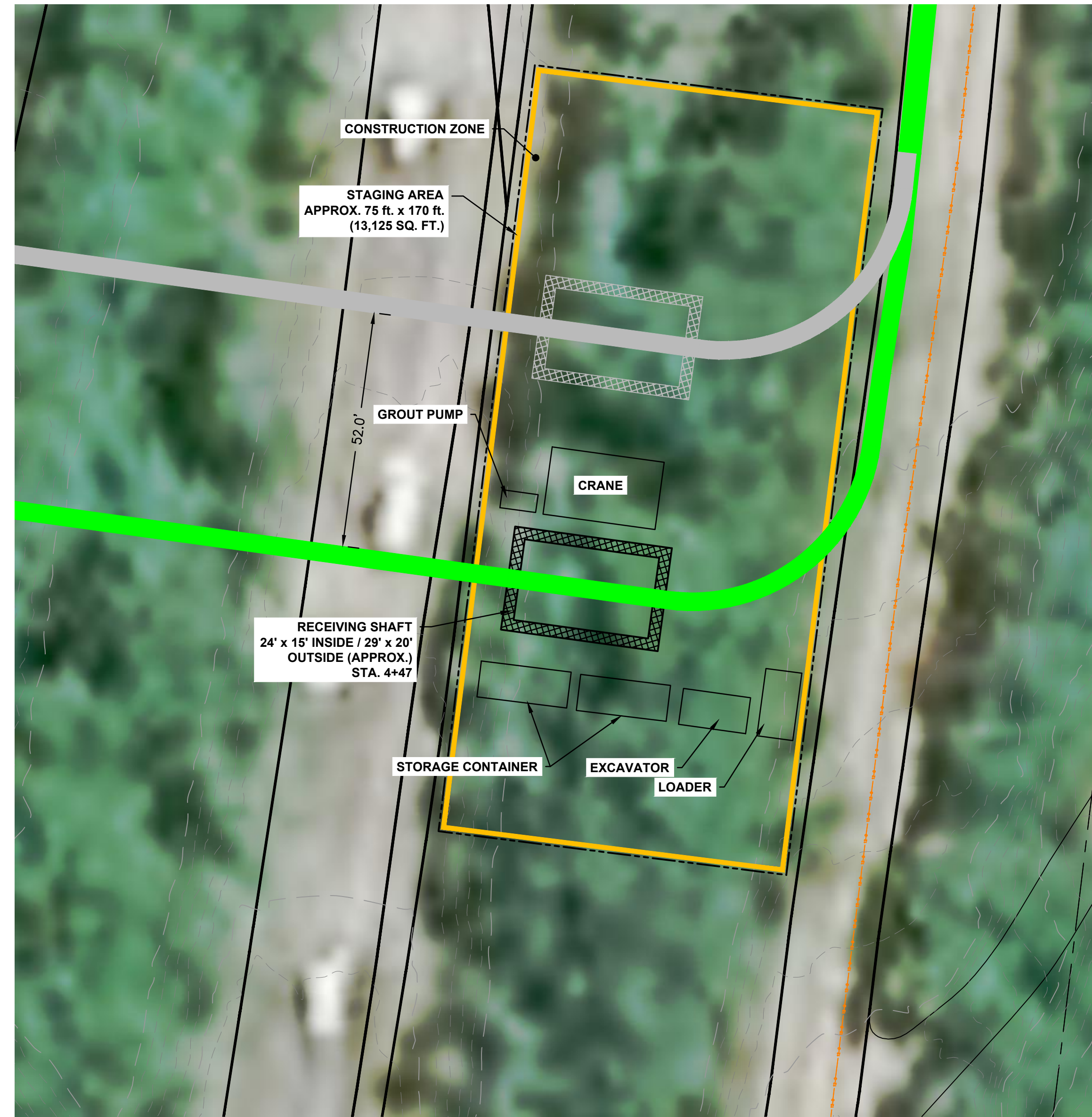
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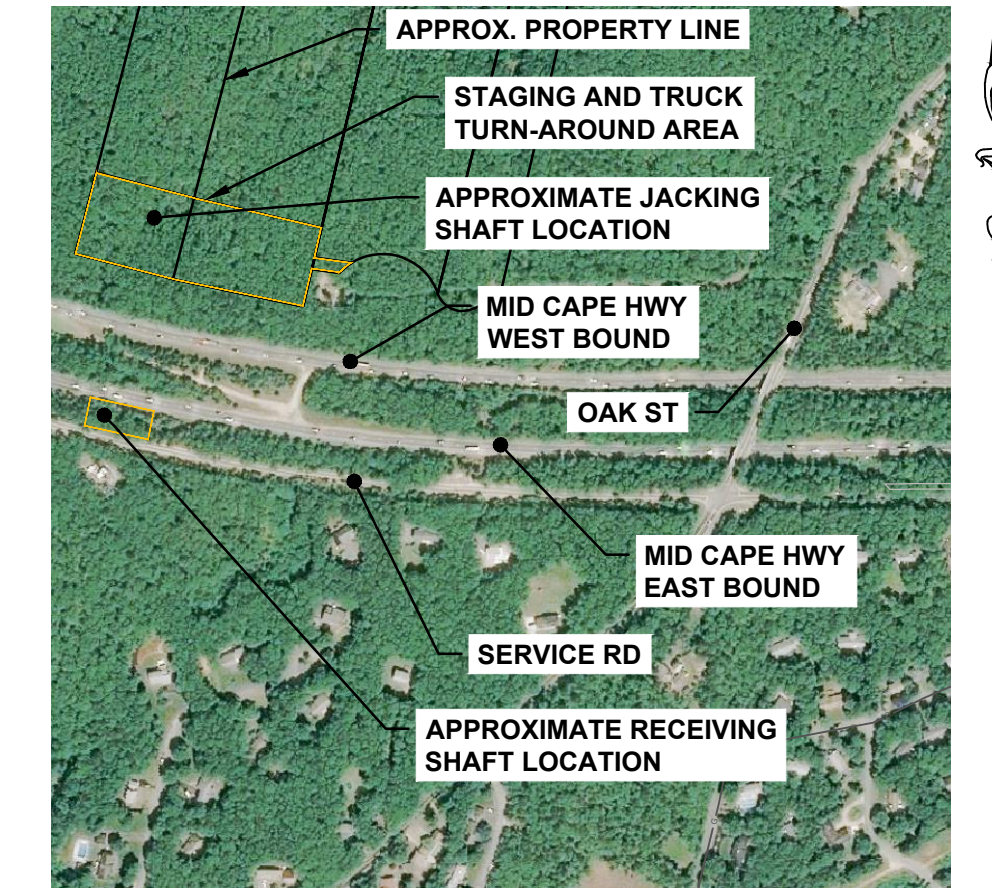
SHEET 5 OF 6 DWG. NO. SCALE AS SHOWN FORMAT/SIZE ANSI D REV. D



JACKING SHAFT 2
CONSTRUCTION STAGING PLAN (TENTATIVE)
 1"=20'



RECEIVING SHAFT 2
CONSTRUCTION STAGING PLAN
 1"=20'



KEY PLAN
 1"=500'

- NOTES:**
1. DRAWING SUBJECT TO CHANGE BASED ON FINAL SUBSTATION ELEVATION AND ELECTRICAL AMPACITY/EMF EVALUATION
 2. AFTER DUCT BANK IS CONSTRUCTED AND CONNECTED TO CONDUIT IN CASING PIPE, JACKING SHAFT TO BE REMOVED AND/OR BACKFILLED TO FINISH GRADE.

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CLIENT:

125 High Street
 Boston, MA 02110

PROJECT:
 NEW ENGLAND WIND 2 CONNECTOR

TITLE:
 ROUTE 6 CROSSING - TUNNEL ALIGNMENT 2
 CONSTRUCTION STAGING

DOCID:
 CWW-OCP-STC-DW-0006

SHEET 6 OF 6	DWG. NO.	SCALE AS SHOWN	FORMAT/SIZE ANSI D	REV. D
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 by: rathmago, robert

C6 Phinneys Bay Culvert Crossing



NEW ENGLAND WIND 2 CONNECTOR PHINNEYS BAY CULVERT CROSSING

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	PLAN SHEET
3	PROFILE AND SECTION
4	DUCT TRANSITIONS



LOCUS MAP
N.T.S.

REV.	DATE	REVISION DESCRIPTION	STATUS	DRAWN	CHKD	APPRVD
B	2023-06-28	ISSUED FOR STATE PERMITTING	IF1	DRM	JDT	KEF
A	2023-04-21	ISSUED FOR STATE PERMITTING	IF1	DRM	JDT	KEF

CONTRACTOR:

Stantec Consulting Services Inc.
400 Crown Colony Drive Suite 200
Quincy, MA U.S.A. 02169-0982

CLIENT:

125 High Street
Boston, MA 02110

PROJECT

NEW ENGLAND WIND 2 CONNECTOR

TITLE:

PHINNEYS BAY CULVERT CROSSING
COVER SHEET

DOCID:

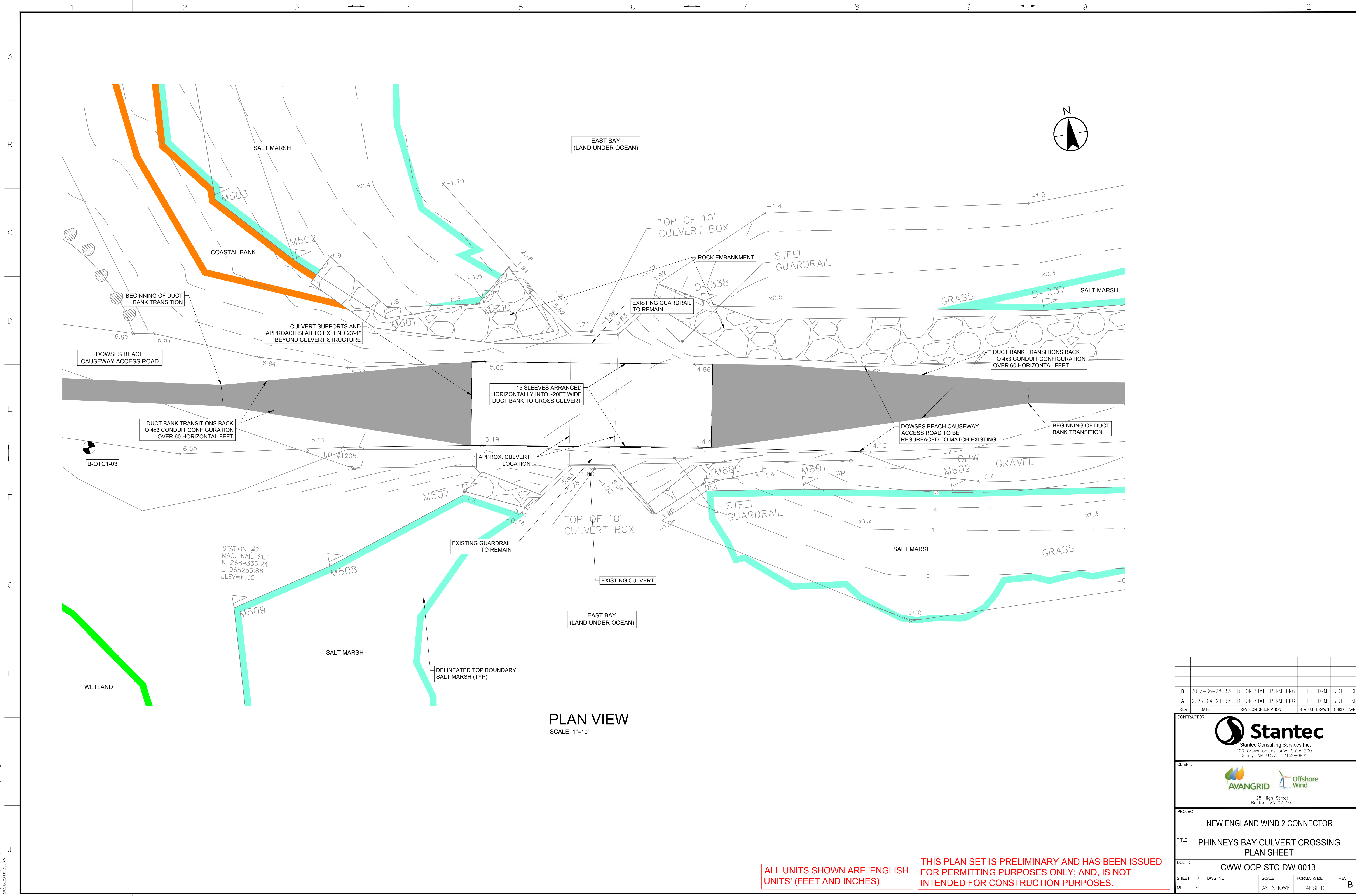
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SHEET 1	DWG. NO.	SCALE	FORMAT/SIZE	REV.
OF 4	SHEET - 1	AS SHOWN	ANSI D	B

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 by: r1sthrngb, robert



PLAN VIEW
SCALE: 1"=10'

ALL UNITS SHOWN ARE 'ENGLISH UNITS' (FEET AND INCHES)

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Quincy, MA U.S.A. 02169-0982

CLIENT:

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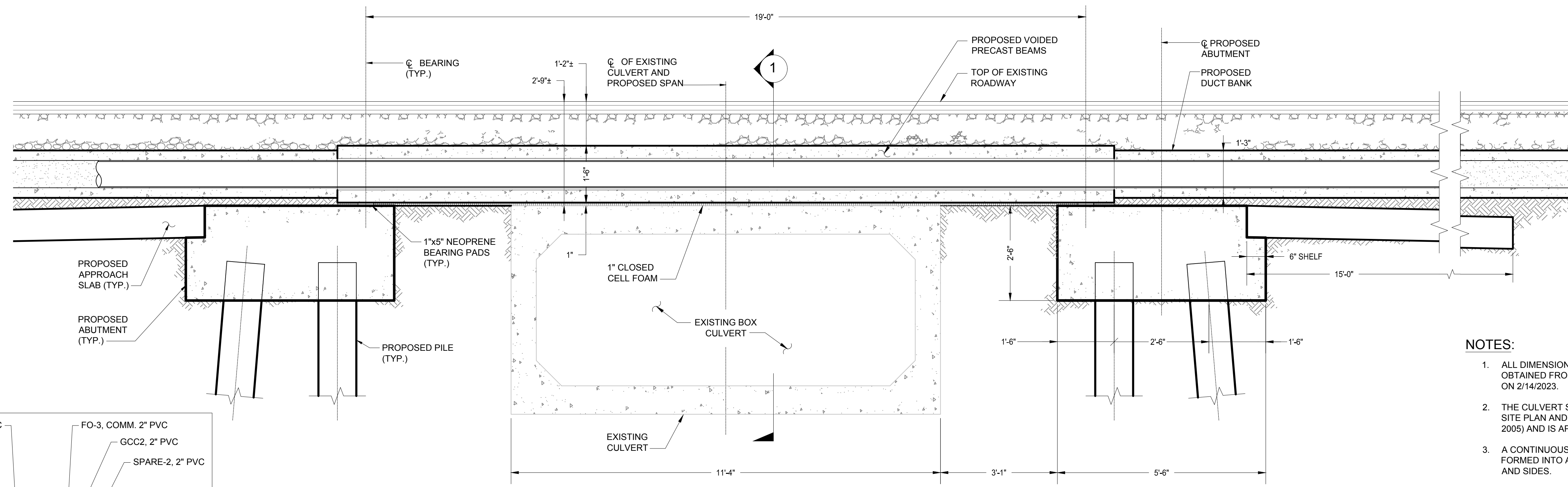
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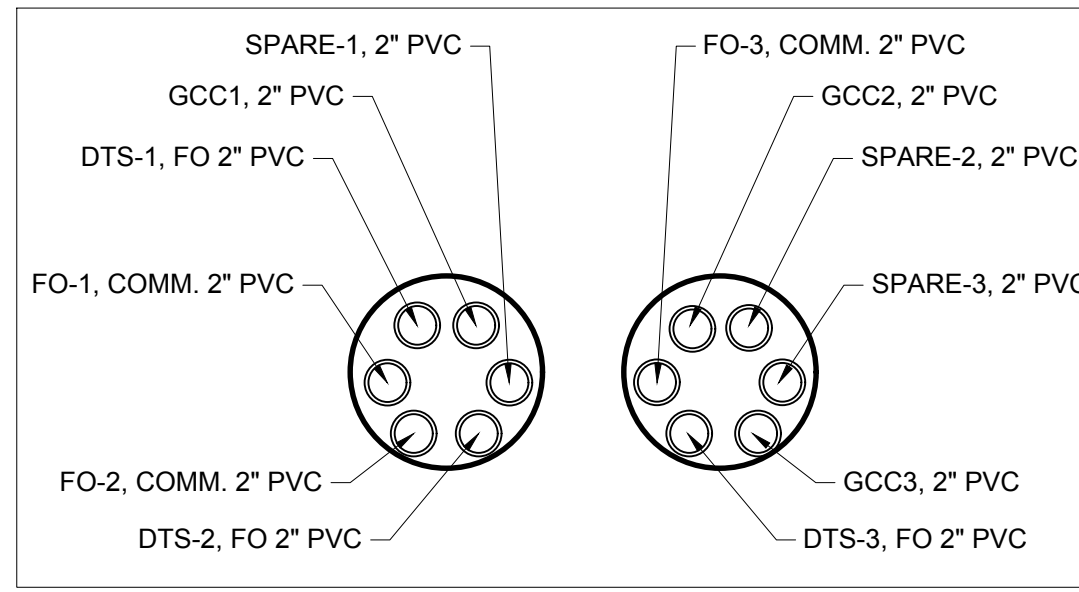
DOCID: **CWW-OCP-STC-DW-0013**

SHEET	2	DWG. NO.	SCALE	FORMAT/SIZE	REV.
OF	4		AS SHOWN	ANSI D	B

ORIGINAL SHEET - ANSI D
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2023.06.28 11:20:03 AM
by: rmlhmgg, robert



- NOTES:**
1. ALL DIMENSIONS OF EXISTING FEATURES WERE OBTAINED FROM FIELD MEASUREMENTS TAKEN ON 2/14/2023.
 2. THE CULVERT SLOPE PROVIDED IS FROM DRAFT SITE PLAN AND DETAILS (DATED DECEMBER 2005) AND IS APPROXIMATE.
 3. A CONTINUOUS METALLIC SHEET SHALL BE FORMED INTO AN INVERTED "U" TO COVER TOP AND SIDES.
 4. DETAIL DESIGN TO EVALUATE ANY REQUIREMENT FOR CATHODIC PROTECTION.
 5. THIS PLAN SET SUPERSEDES STANTEC SKETCH CWW-OCF-STC-SK-0017.

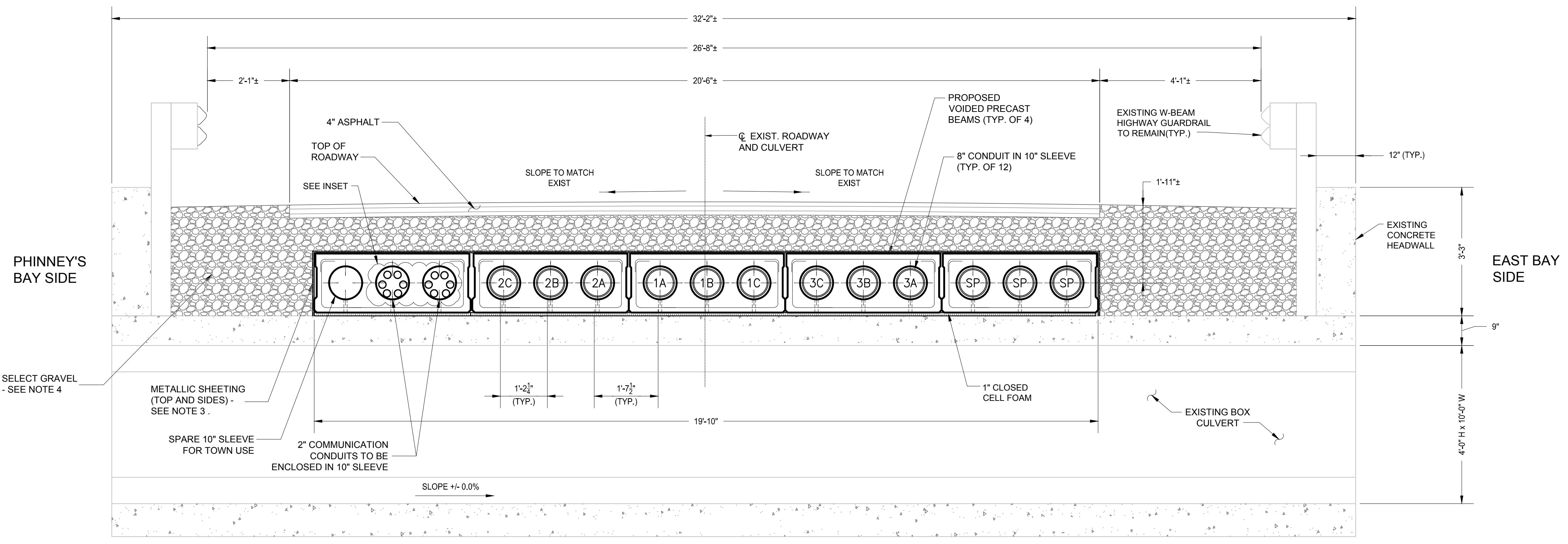


LONGITUDINAL SECTION - PROPOSED STRUCTURE

SCALE: 1"=20"

INSET - CONDUIT LAYOUT

NO SCALE



SECTION AT EXISTING CULVERT CROSSING

SCALE: 1"=20"

ALL UNITS SHOWN ARE 'ENGLISH UNITS' (FEET AND INCHES)

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REV.	DATE	REVISION DESCRIPTION	STATUS	DRAWN	CHKD	APPRVD
B	2023-06-28	ISSUED FOR STATE PERMITTING	IF1	DRM	JDT	KEF
A	2023-04-21	ISSUED FOR STATE PERMITTING	IF1	DRM	JDT	KEF

CONTRACTOR: **Stantec**
 Stantec Consulting Services Inc.
 400 Crown Colony Drive Suite 200
 Quincy, MA U.S.A. 02169-0982

CLIENT: **AVANGRID** **Offshore Wind**
 125 High Street
 Boston, MA 02110

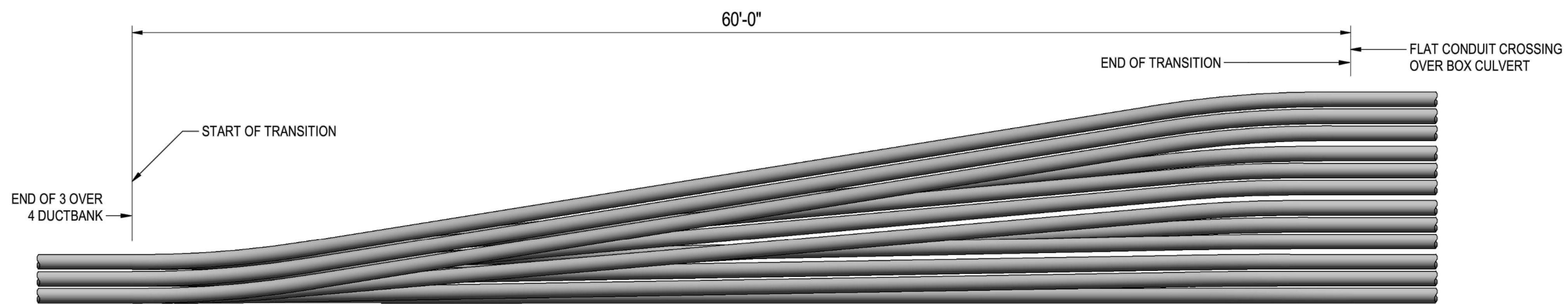
PROJECT: **NEW ENGLAND WIND 2 CONNECTOR**

TITLE: **PHINNEYS BAY CULVERT CROSSING PROFILE AND SECTION**

DOCID: **CWW-OCF-STC-DW-0013**

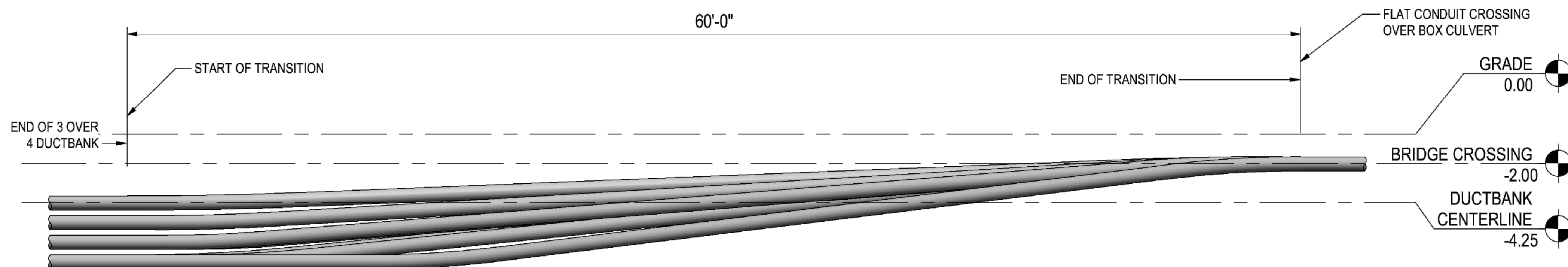
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			AS SHOWN	ANSI D	B

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NOTE:
THE 2" COMMUNICATIONS CONDUITS ARE NOT SHOWN FOR CLARITY PURPOSES

PLAN



ELEVATION

REV.	DATE	REVISION DESCRIPTION	STATUS	DRAWN	CHKD	APPRVD
B	2023-06-28	ISSUED FOR STATE PERMITTING	IFI	DRM	JDT	KEF
A	2023-04-21	ISSUED FOR STATE PERMITTING	IFI	DRM	JDT	KEF

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Stantec Consulting Services Inc.
400 Crown Colony Drive Suite 200
Quincy, MA U.S.A. 02169-0982

CLIENT:

AVANGRID **Offshore Wind**
125 High Street
Boston, MA 02110

PROJECT: **NEW ENGLAND WIND 2 CONNECTOR**

TITLE: **PHINNEYS BAY CULVERT CROSSING DUCT TRANSITIONS**

DOCID: **CWW-OCF-STC-DW-0013**

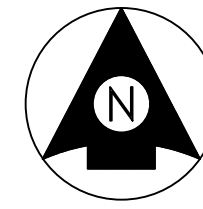
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C7 Variant 1 of the Preferred Grid Interconnection Route

C8 Subsea Cable Pull-In



DOWSES BEACH SUBSEA CABLE LANDFALL

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	GENERAL NOTES
3	SUBSEA CABLE-SOUTH LANDFALL
4	SUBSEA CABLE-CENTER LANDFALL
5	SUBSEA CABLE-NORTH LANDFALL
6	SUBSEA CABLE-SOUTH CONSTRUCTION STAGING
7	SUBSEA CABLE-CENTER CONSTRUCTION STAGING
8	SUBSEA CABLE-NORTH CONSTRUCTION STAGING



LOCATION MAP
SCALE: 1" = 10,000'

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CONTRACTOR:

Stantec Consulting Services Inc.
400 Crown Colony Drive Suite 200
Quincy, MA U.S.A. 02169-0982

CLIENT:

125 High Street
Boston, MA 02110

PROJECT:

NEW ENGLAND WIND 2 CONNECTOR

TITLE:

DOWSES BEACH
SUBSEA CABLE LANDFALL - COVER SHEET

DOCID:

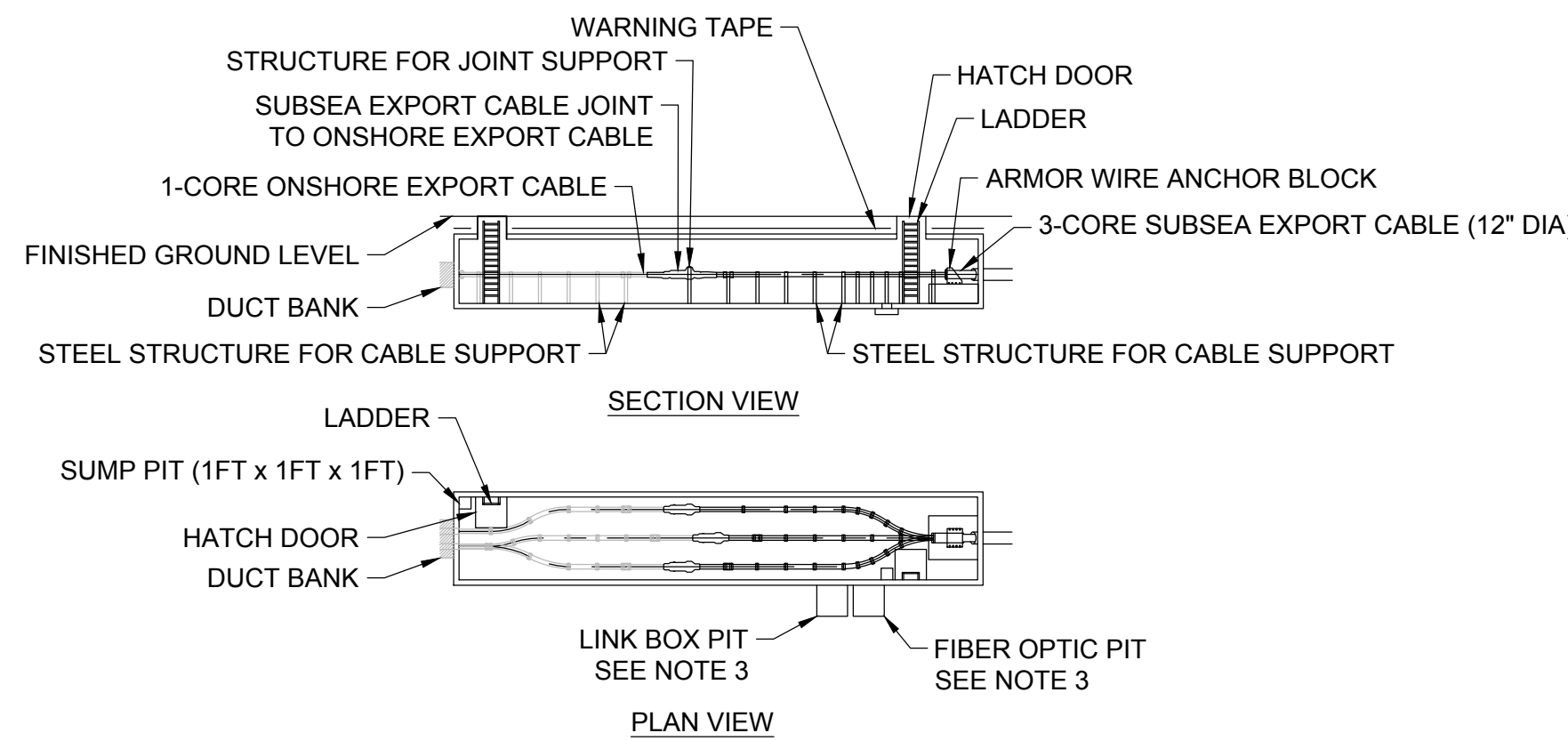
CWW-ECP-STC-DW-0012

SHEET 1 OF 8	DWG. NO. SHEET - 1	SCALE AS SHOWN	FORMAT/SIZE ANSI D	REV. C
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 by: r1stntrg@stn.com

GENERAL NOTES

1. GENERAL DESCRIPTION OF SUBMARINE CABLE LANDFALL ACTIVITIES:
 - A. CABLE LAY VESSEL (CLV) ARRIVES AT SITE AND COMPLETES READINESS CHECKS.
 - B. ONSHORE TEAM INFORMS CLV THAT CABLE PULL-IN OPERATIONS ARE READY TO COMMENCE.
 - C. THE WEATHER FORECAST IS CONFIRMED.
 - D. THE CLV PASSES A MESSENGER ROPE TO THE LANDFALL WINCH.
 - E. THE CLV PULLS THE LANDFALL WINCH WIRE TO THE CLV DECK.
 - F. CLV CONNECTS THE LANDFALL WINCH WIRE TO THE CABLE PULL-IN RIGGING.
 - G. WEATHER FORECAST IS RE-CONFIRMED.
 - H. CLV CONFIRMS OVER PULL TAPE MARK IS APPLIED TO THE CABLE DURING PAYOUT OPERATIONS.
 - I. FROM INSTRUCTION FROM THE CLV, THE LANDFALL WINCH SLOWLY STARTS PULL-IN OPERATIONS.
 - I.A. WINCH SPEED IS ADJUSTED AND MONITORED.
 - I.B. THE TENSION OF THE LANDFALL WINCH IS RELAYED TO THE CLV CONTINUOUSLY.
 - J. CABLE PULL-IN CONTINUES UNTIL CABLE PULL-IN RIGGING IS OBSERVED AT THE ONSHORE HDD EXIT.
 - J.A. CABLE PULL-IN SPEED IS SLOWED AND THE PULL-IN RIGGING AND CABLE IS INSPECTED FROM A SAFE DISTANCE FROM THE HDD ONSHORE EXIT.
 - K. CABLE PULL-IN CONTINUES UNTIL THE OVER PULL MARK IS OBSERVED AT THE ONSHORE HDD EXIT.
 - L. WITH AGREEMENT FROM ALL SITE REPRESENTATIVES, AN "ALL STOP" IS CALLED FOR CABLE PULL-IN.
 - M. THE OVER PULL LENGTH IS CHECKED AND CONFIRMED.
 - N. TEMPORARY HOLDBACK TO THE CABLE IS APPLIED, AND ONCE INSTALLED, THE CLV IS INFORMED.
 - O. ALL LANDFALL PERSONNEL STAY CLEAR OF THE CABLE WHILE THE CLV STARTS SUBMARINE CABLE LAYING OPERATIONS.
 - P. ONCE THE CLV HAS LAID A PREDETERMINED MINIMUM LENGTH OF CABLE, THE LANDFALL CABLE ARMOR WIRE IS PERMANENTLY CONNECTED TO THE ANCHOR BLOCK ONSHORE.
 - Q. THE ABOVE DESCRIPTION IS CONCEPTUAL ONLY. CONTRACTOR SHALL ESTABLISH CABLE INSTALLATION MEANS AND METHODS.
2. TRANSITION JOINT BAY LOCATION IS PRELIMINARY AND SUBJECT TO CHANGE - PREDICATED ON CONTRACTOR MEANS AND METHODS.



- NOTES:**
1. FINAL DIMENSIONS TO BE DETERMINED BY CABLE CONTRACTOR WITH COLLABORATION WITH CONTRACTOR AND OWNER
 2. EARTHING DESIGN TO BE DONE BY CABLE CONTRACTOR
 3. LOCATION OF LINK BOX PIT AND FIBER OPTIC PIT TO BE DETERMINED DURING DETAILED DESIGN. MAY BE LOCATED WITHIN THE TRANSITION JOINT BAY

TYPICAL POST CONSTRUCTION DETAIL
1" = 20'

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A	2023-04-07	ISSUED FOR INFORMATION	IFI	RN	MS	KEF

CONTRACTOR: **Stantec**
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Quincy, MA U.S.A. 02169-0982

CLIENT: **AVANGRID** Offshore Wind
125 High Street
Boston, MA 02110

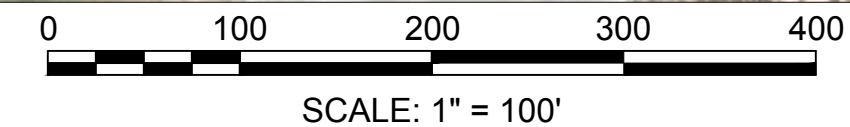
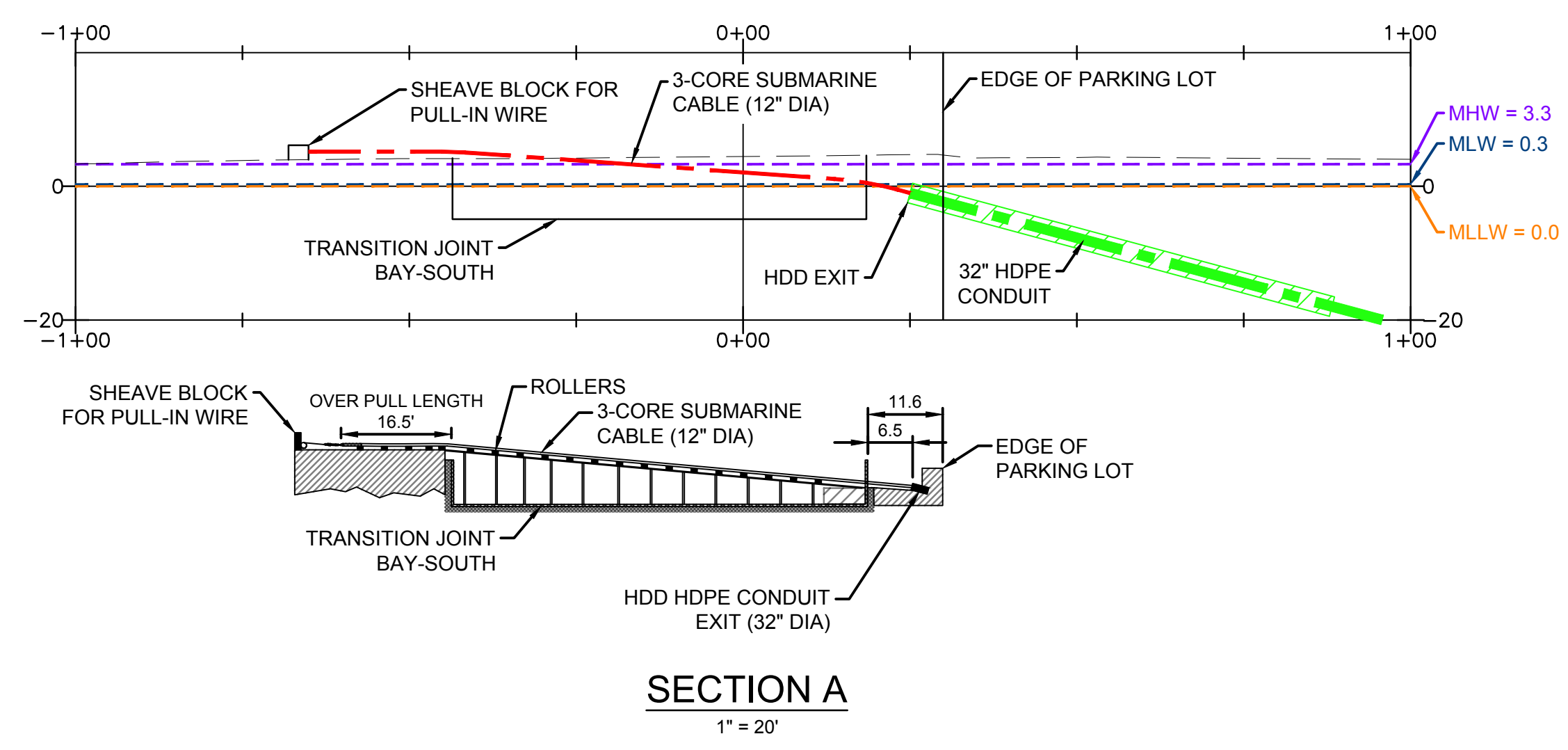
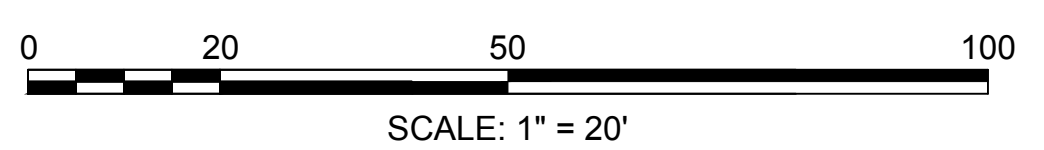
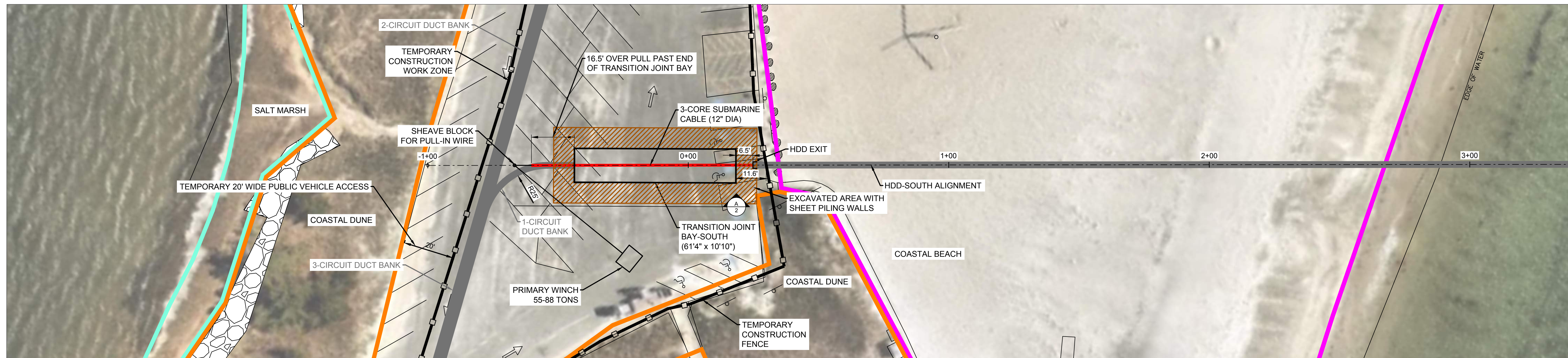
PROJECT: NEW ENGLAND WIND 2 CONNECTOR

TITLE: DOWSES BEACH
SUBSEA CABLE LANDFALL - GENERAL NOTES

DOCID: CWW-ECP-STC-DW-0012

SHEET 2 OF 8	DWG. NO. SHEET - 2	SCALE AS SHOWN	FORMAT/SIZE ANSI D	REV. C
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 Boston, MA 02110

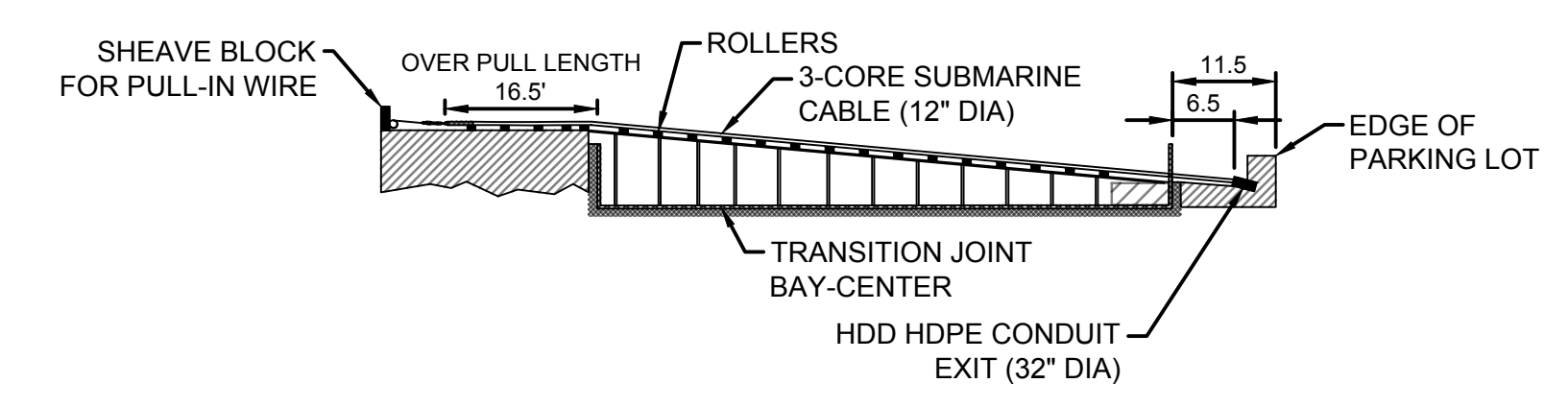
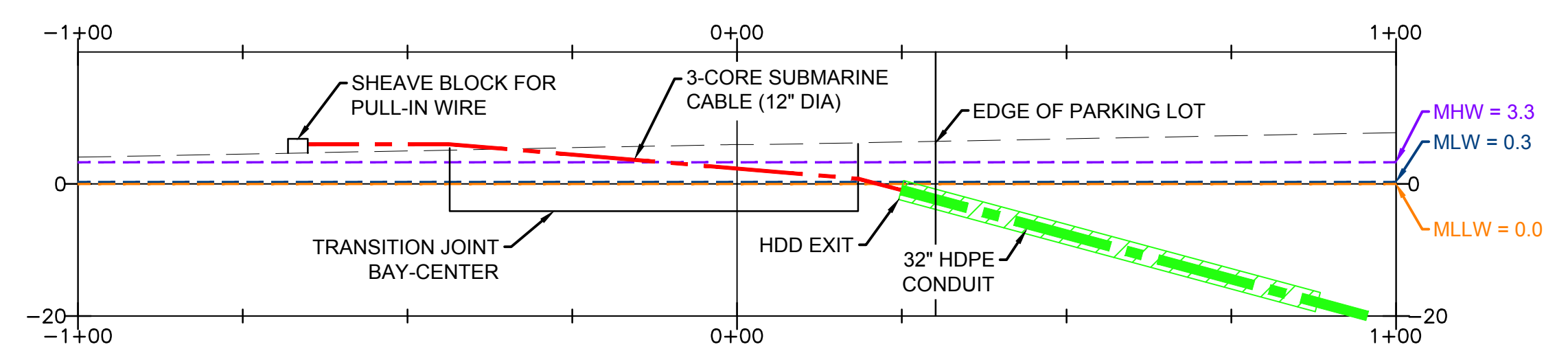
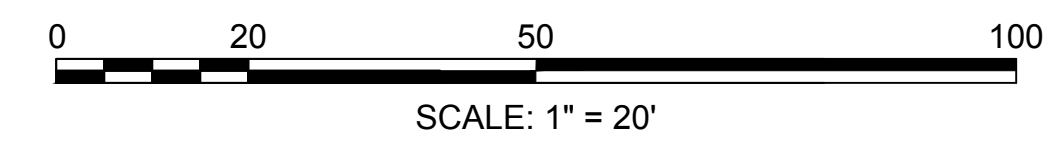
PROJECT: **NEW ENGLAND WIND 2 CONNECTOR**

TITLE: **DOWSES BEACH SUBSEA CABLE-SOUTH LANDFALL**

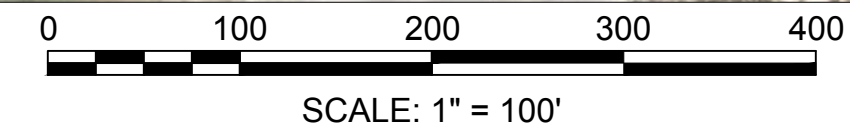
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SHEET 3 OF 8	DWG. NO. SHEET - 3	SCALE AS SHOWN	FORMAT/SIZE ANSI D	REV. C
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SECTION A
1" = 20'



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CLIENT:

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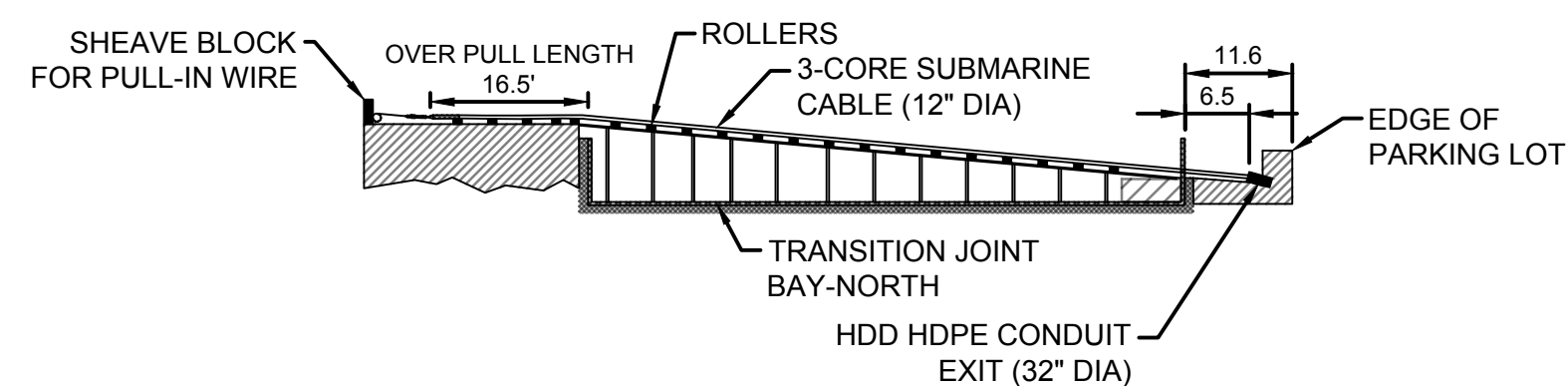
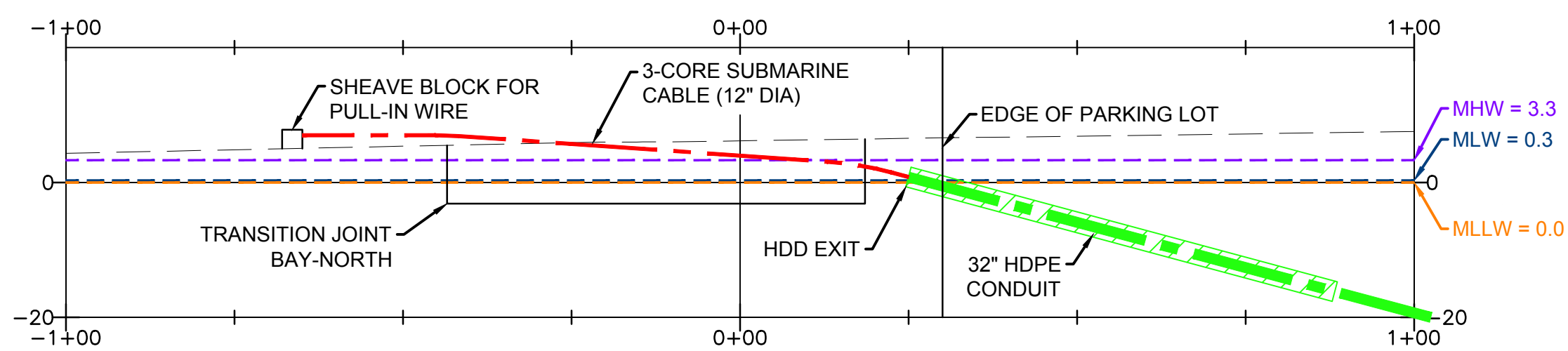
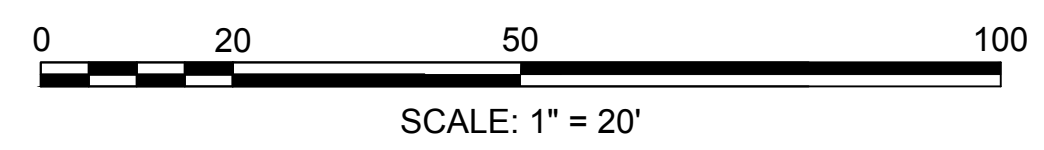
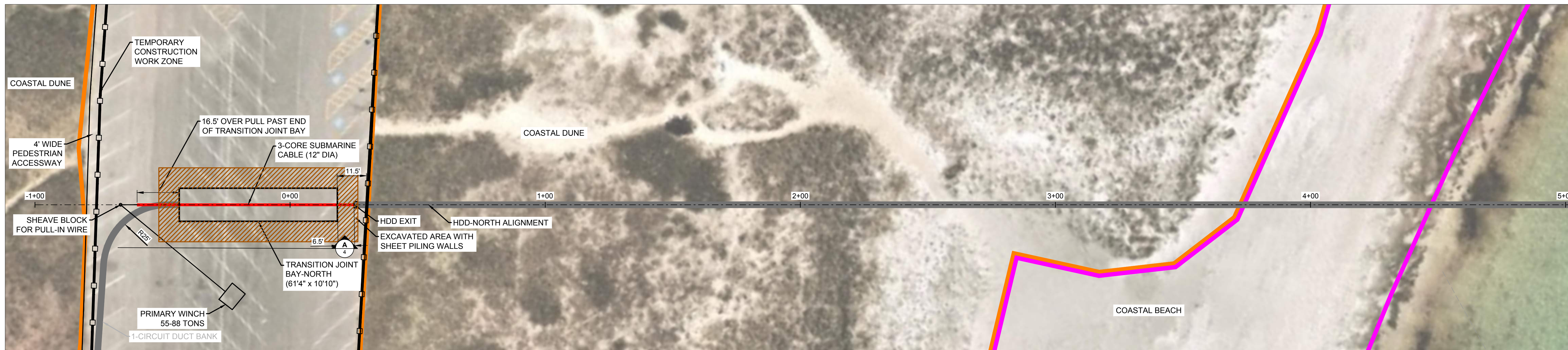
PROJECT:
 NEW ENGLAND WIND 2 CONNECTOR

TITLE:
 DOWSES BEACH
 SUBSEA CABLE-CENTER LANDFALL

DOCID:
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SHEET 4 OF 8 **DWG. NO. SHEET - 4** **SCALE AS SHOWN** **FORMAT/SIZE ANSI D** **REV. C**

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 by: rml/mh/mg/robert



SECTION A
1" = 20'



SCALE: 1" = 100'

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 400 Crown Colony Drive Suite 200
 Quincy, MA U.S.A. 02169-0982

CLIENT:
AVANGRID **Offshore Wind**
 125 High Street
 Boston, MA 02110

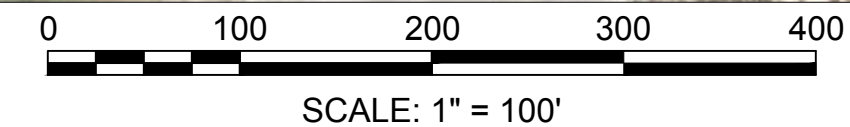
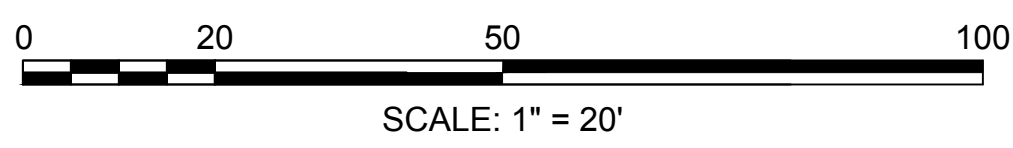
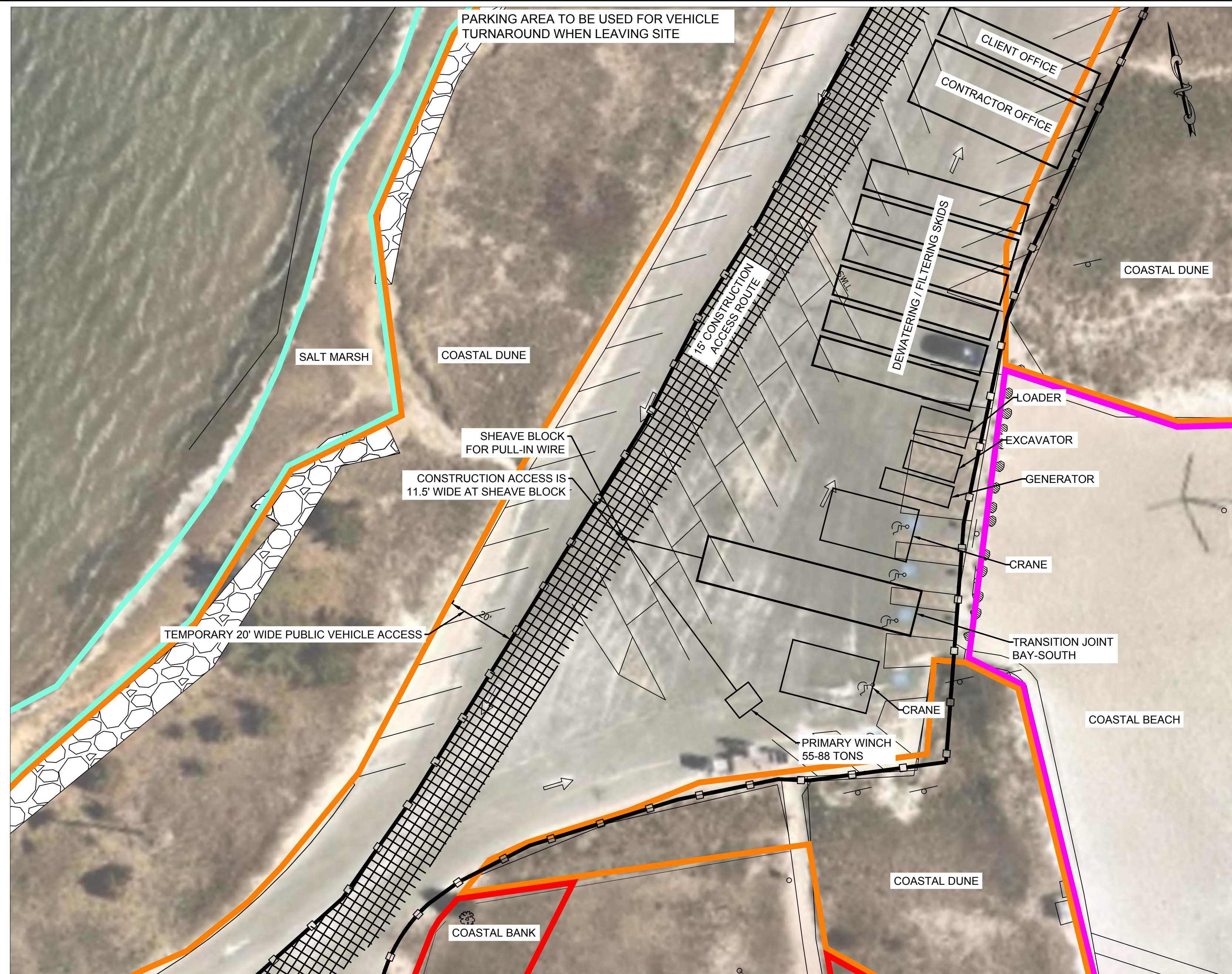
PROJECT:
 NEW ENGLAND WIND 2 CONNECTOR

TITLE:
 DOWSES BEACH
 SUBSEA CABLE-NORTH LANDFALL

DOCID:
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CLIENT:

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Boston, MA 02110

PROJECT:

NEW ENGLAND WIND 2 CONNECTOR

TITLE:

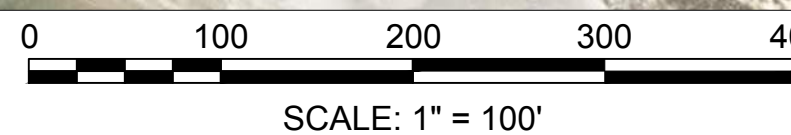
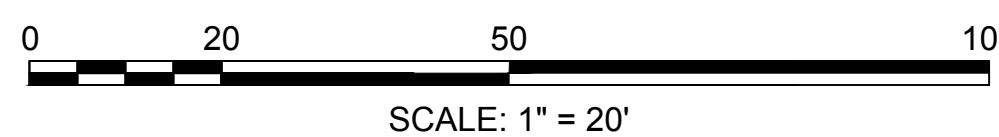
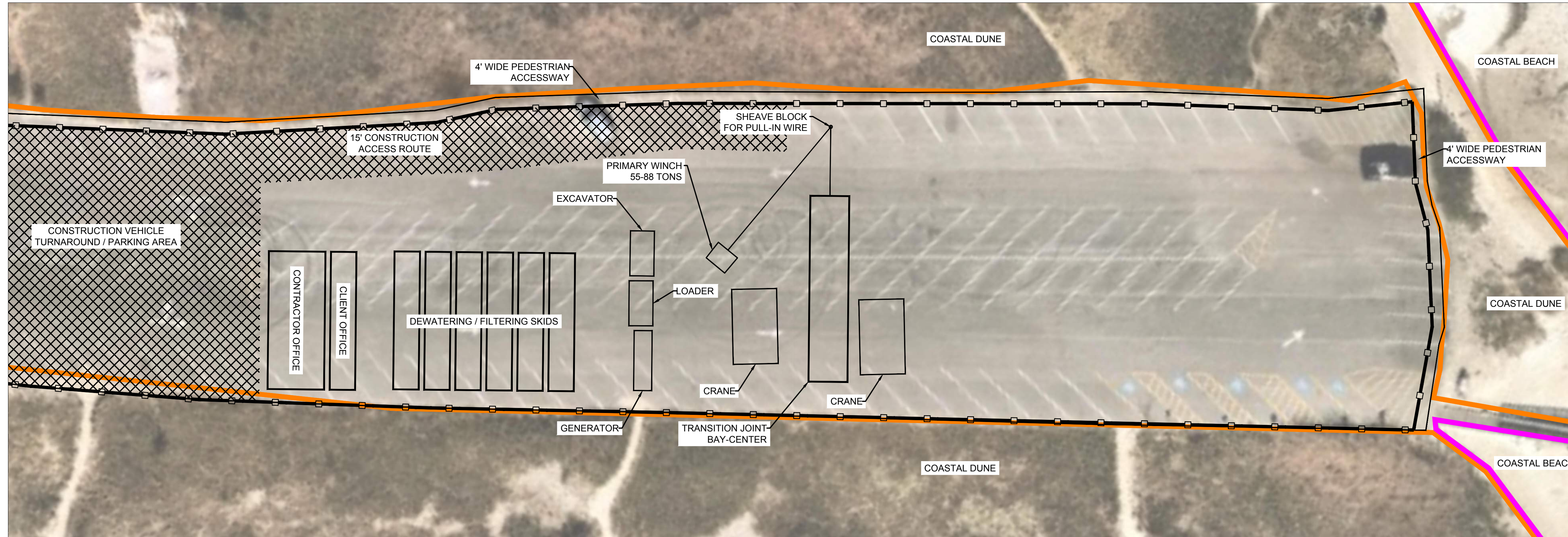
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SUBSEA CABLE-SOUTH CONSTRUCTION STAGING

DOC ID:

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SHEET 6 OF 8	DWG. NO. SHEET - 6	SCALE AS SHOWN	FORMAT/SIZE ANSI D	REV. C
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CLIENT:



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Boston, MA 02110

PROJECT: NEW ENGLAND WIND 2 CONNECTOR

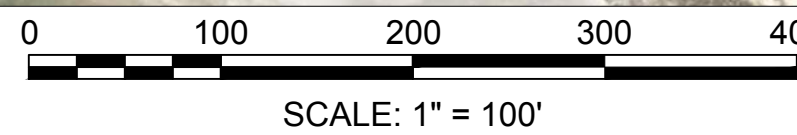
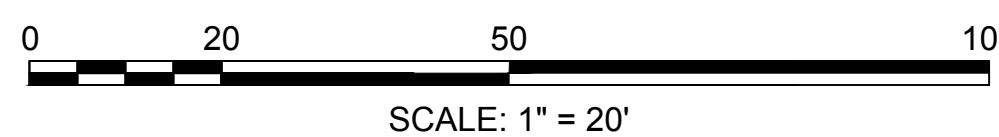
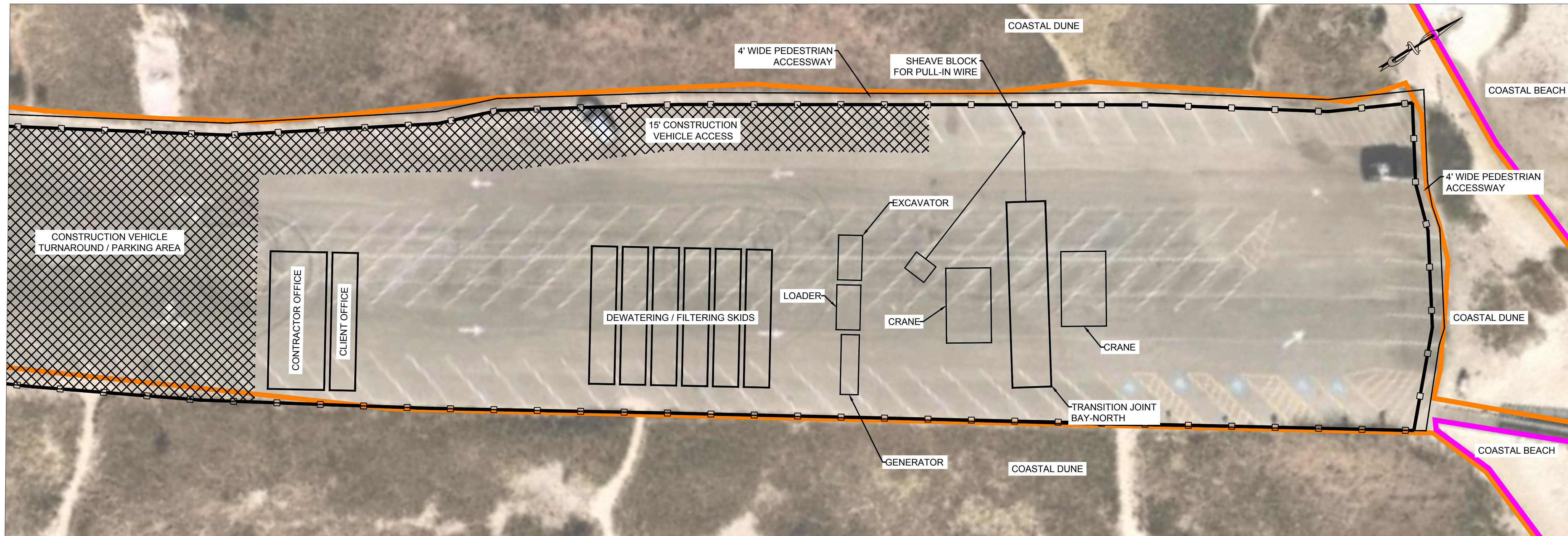
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SUBSEA CABLE-CENTER CONSTRUCTION STAGING

DOCID: CWW-ECP-STC-DW-0012

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PROJECT:
 NEW ENGLAND WIND 2 CONNECTOR

TITLE:
 DOWSES BEACH
 SUBSEA CABLE-NORTH CONSTRUCTION STAGING
 DOC ID:
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