

Cashman Weeks NB
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LETTER OF TRANSMITTAL

TO Apex Companies, LLC
125 Broad Street 5th Floor
Boston, MA 02110

DATE: June 21, 2013	JOB NO.
ATTENTION: Chet Myers, Jay Borkland	
RE:	

WE ARE SENDING YOU Attached Under separate cover via _____ the following items:

- Shop Drawings Submittal Plans Test Results Specifications
 Copy of Letter Change Order _____

Copies	Date	No.	Description
1	6/21/2013	035A	Submittal 02550-001A: Winter Flounder Mitigation Area Capping Plan Revised

THESE ARE TRANSMITTED as checked below:

- For approval Approved as submitted Resubmit ____ copies for approval
 For your use Approved as noted Submit ____ copies for distribution
 As requested Returned for corrections Return ____ corrected prints
 For review & comment _____
 FOR BIDS DUE _____ PRINTS RETURNED AFTER LOAN

REMARKS:

SIGNED: 
 Project Manager

SUBMITTAL COVER SHEET

First Submittal
Second Submittal

Date April 17, 2013
Date June 21, 2013

Submittal No.: 02550-001A

Project: Massachusetts Clean Energy Center
New Bedford Marine Commerce Terminal

Contract No.: MACCEC-FY13-001NB
Contract For: Dredging and Marine Construction
Contractor: Cashman Weeks NB
Address: P.O. Box 692396
Quincy, MA 02269
PH / Fax: 617.890-0600 / 617.890.0606

Shop Drawing Title: _____

Submittal Description: Winter Flounder Mitigation Area Capping Plan

Product Data Tests Schedules Samples

Manufacturer: _____

REFERENCES:

Spec Section (s): 02550 Drawing Number (s): _____

ADDITIONAL REMARKS

CONTRACTOR'S APPROVAL
Date: 6/21/13
 ST Submitted product has been reviewed for Release to Architect/Engineer and
 ST Submitted product is as specified
 ST Submitted product is equal to specified product.

By this submittal, I hereby represent that I have determined and verified all field measurements, field construction criteria, materials, dimensions, catalog numbers and similar data, and I have checked and coordinated each item with other applicable approved submittals and all Contract requirements.

[Signature]
Signed: _____ Project Manager

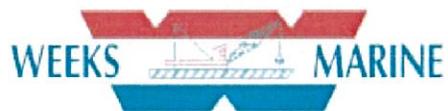
CASHMAN WEEKS NB

Winter Flounder Mitigation Area Capping Plan

Prepared for:

Massachusetts Clean Energy Center
New Bedford Marine Commerce Terminal
Contract Number MACEC-FY13-001NB

May 16, 2013



Introduction

This Winter Flounder Mitigation Capping Plan has been developed to address the equipment and procedures for material placement operations at the Winter Flounder Mitigation Area as outlined in specification section 02550.

Scow Cards

Scow displacement tables have been generated for each scow that will be working on the project. The scow displacement tables (submitted under separate cover in accordance with specification section 02482 paragraph 1.4, and 01300 paragraph 1.9 (G)) are made to show the corresponding volume of material in the hopper by reading and averaging the drafts of all four corners on the scow and looking the averaged number up in the proper column for the correct unit weight per cubic foot (lbs. per cubic foot) in the displacement table. The weights (lbs. per cubic foot) for each column can be changed to match the actual or estimated weights of the materials being dredged to generate a more accurate volume in the scow for that material weight.

Equipment

Towing Tug: Lucinda Smith

Type:	Tug
Length:	81.2'
Breadth:	28'
Depth:	12'
Hull Material:	Steel
Built:	1975
Propulsion:	Diesel
Fuel Capacity:	36,000 Gallons
Lube Oil Capacity:	2,400 Gallons
Hydraulic Oil Capacity:	40 Gallons
Waste Oil Capacity:	2,400 Gallons
Owner & Operator:	Interport Towing & Transportation Co, Southport, ME

Remote controlled split hull dump scows:

Mighty Quinn & Joe Verrochi

Type:	Dump scow
Length:	240'
Breadth:	54'
Depth:	21'
Hull Material:	Steel
Built:	2004
Propulsion:	Diesel
Fuel Capacity:	250 Gallons
Lube Oil Capacity:	5 Gallons

Hydraulic Oil Capacity: 500 Gallons
Waste Oil Capacity: None
Owner: Sterling Equipment, Inc., 555 South Street Quincy, MA
Operator: Cashman Weeks NB 549 South Street Quincy, MA

Eddie Carroll

Type: Dump scow
Length: 260'
Breadth: 55'
Depth: 16'
Hull Material: Steel
Built: 2001
Propulsion: Diesel
Fuel Capacity: 250 Gallons
Lube Oil Capacity: 5 Gallons
Hydraulic Oil Capacity: 500 Gallons
Waste Oil Capacity: None
Owner: Sterling Equipment, Inc., 555 South Street, Quincy, MA
Operator: Cashman Weeks NB 549 South Street Quincy, MA

Winter Flounder Mitigation Area Capping Operations

A disposal grid system was developed for use with SAIC's ADISS scow tracking system to ensure the accurate placement of material by scows within the confines of the Winter Flounder Mitigation Area footprint. The disposal grids have been set up to accommodate any of the dump scows to be utilized for placement in order to meet the criteria described below. The proposed placement grids are included as Attachment A.

A multi-beam pre-existing condition survey of Winter Flounder Mitigation Area will be used to determine the fill factors for each individual grid cell. As placement activities occur, progress surveys will be performed to ensure that an accurate picture of the current conditions is being used to determine the appropriate grid cells are being filled as well as make adjustments as necessary to achieve cap criteria. The disposal grids are sized to accommodate the hoppers of a dump scow not the scows overall length. Each grid will be 200 feet long by 50 feet wide which is slightly larger than the scow's hopper and will accommodate the largest hopper size of the split hull dump scows. The grid layout will be designed to allow for the most efficient way to uniformly place material without exceeding the maximum elevation of -16 feet MLLW within the allowable footprint of the Winter Flounder Mitigation Area. Each scow load will be assigned an appropriate grid placement cell prior to leaving the dredge area. The appropriate cell will be determined based on volume of material uniformly distributed within scow hopper, the depth of water at MLLW (as determined by pre-existing condition survey) as well as the real-time tide at the time of the scow placement. The approximate volume of material required for each placement grid is included in Attachment B.

Confidential

SAIC will be given the designed grid pattern to incorporate into their scow tracking disposal site map. The designed grid pattern will be displayed on the ADISS tracking computer screen for use by the tug captain when positioning the scow over a grid cell. The tug captain will see an accurately scaled depiction of the scow, scow hopper, Winter Flounder Mitigation Area boundaries and cell disposal grid on the computer allowing the tug captain to maneuver the scow hopper over the appropriate grid cell prior to using the scow remote control to give the scow the command to open.

Schedule for Scow Placement at Winter Flounder Mitigation Area

Disposal of loaded scows at the Winter Flounder Mitigation Area will be at the direction of the Dredge Captain loading the scows. Transportation and disposal of loaded scows requires constant planning to keep both the sea going tug and scows moving efficiently so the dredge is not waiting for scows to load. Dredge Captains have a number of factors to consider in the decision to ship a loaded scow to the Winter Flounder Mitigation Site or offshore to the Rhode Island Sound Disposal Site (RISDS). Those factors may include, but are limited to any of the following;

1. Towing Tug and Dump Scow availability.
2. The projected sea conditions at the RISDS as well as the sec conditions at the Winter Flounder Mitigation Area.
3. Visibility both at the project site and disposal location.
4. Current and projected weather conditions during the trip out and back from the RISDS as well as the Winter Flounder Mitigation Area.
5. Draft of the loaded scow in relation to the tide cycle.
6. Tide cycle. Placement may occur during timeframes three hours before and three hours after low tide.
7. Operational hours for the Route 6 Bridge.

Placement of cap material at the Winter Flounder Mitigation area will occur during timeframes three (3) hours before low tide and three (3) hours after low tide. Each scow will be made available to the Owner's Representative during loading and just prior to departure for inspection to ensure there is no debris in the scow prior to heading to the capping site. Loaded scow departure times are critical to the safety of the equipment and production schedule; therefore the Owner's Representative must ensure they are present when necessary for inspection of scow so that there are no delays in departure.

Winter Flounder Mitigation Area Capping Plan

Attachment A

Winter Flounder Mitigation Area Placement Grid Pattern

WINTER FLOUNDER MITIGATION AREA SCOW CAPACITY GRID VOLUMES

GRID#	AVAILABLE CAPACITY (CY)								
1	733	26	1,395	51	634	76	854	101	1,047
2	736	27	1,470	52	699	77	911	102	1,102
3	903	28	1,561	53	744	78	960	103	1,158
4	974	29	1,665	54	782	79	1,015	104	1,206
5	1,048	30	575	55	994	80	1,065	105	1,259
6	1,111	31	627	56	891	81	1,121	106	1,334
7	1,176	32	677	57	840	82	1,182	107	1,418
8	1,264	33	738	58	946	83	1,257	108	1,493
9	1,351	34	782	59	1,054	84	1,352	109	1,558
10	1,437	35	840	60	1,113	85	1,441	110	1,602
11	1,569	36	876	61	1,187	86	1,531	111	1,615
12	764	37	930	62	1,267	87	1,613	112	1,577
13	582	38	984	63	1,350	88	1,658	113	1,467
14	675	39	1,044	64	1,445	89	1,690	114	1,263
15	730	40	1,098	65	1,531	90	1,723	115	1,007
16	784	41	1,157	66	1,596	91	1,731	116	1,113
17	822	42	1,225	67	1,661	92	1,698	117	935
18	873	43	1,297	68	1,696	93	1,630	118	1,013
19	910	44	1,382	69	1,714	94	606	119	1,142
20	964	45	1,484	70	1,719	95	688	120	1,228
21	1,020	46	1,576	71	592	96	791	121	1,295
22	1,084	47	1,643	72	650	97	854	122	1,371
23	1,156	48	1,676	73	708	98	906	123	1,434
24	1,213	49	1,684	74	763	99	956	124	1,488
25	1,298	50	558	75	815	100	992	125	1,496
								126	1,413
								127	1,185

Winter Flounder Mitigation Area Capping Plan



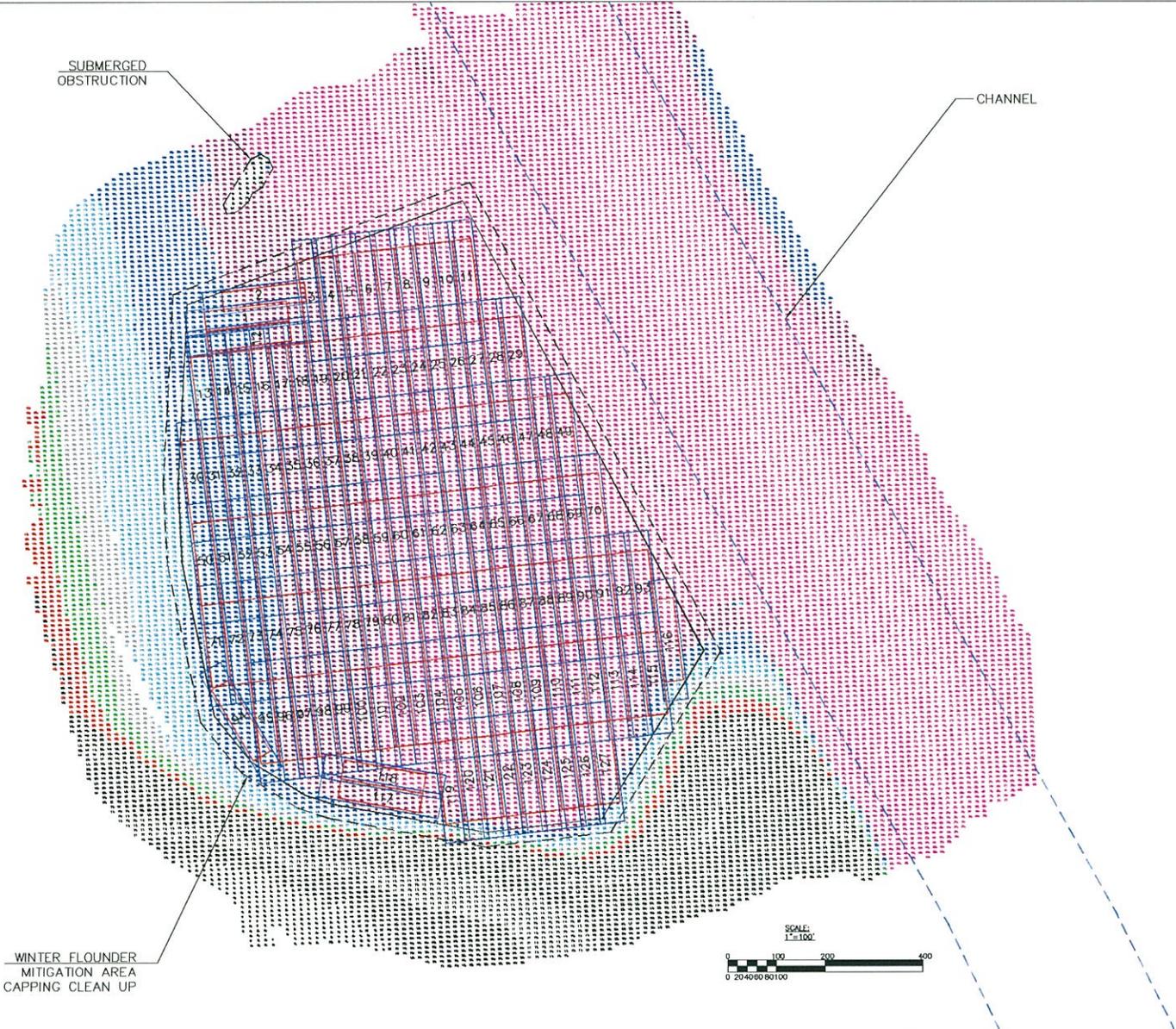
Attachment B

Winter Flounder Mitigation Area Scow Capacity Grid Volumes

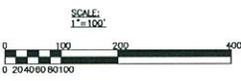


SUBMERGED OBSTRUCTION

CHANNEL



WINTER FLOUNDER
MITIGATION AREA
CAPPING CLEAN UP



GENERAL NOTES:

1. SCALES NOTED ARE APPLICABLE TO FULL SIZE (24"x36") DRAWINGS ONLY. SCALE REDUCED DRAWINGS ACCORDINGLY.

COLOR DEPTH TABLE

COLOR	MINIMUM DEPTH	MAXIMUM DEPTH
Black	<	-14.99
Red	-15.00	-15.99
Green	-16.00	-16.49
Grey	-16.50	-16.99
Blue	-17.00	-17.99
Dark Blue	-18.00	-18.99
Purple	-19.00	-19.99
Magenta	-20.00	>

SURVEY DATE(S): 4/30 & 5/4/13

SOUNDINGS: 10 x 15 Minimum

FILE NAME:

130504_WFMA_3x3_AVG_ALL.XYZ

No.	Revision/Issue	Date

Drawing Title

DISPOSAL LOCATION
GRID

WINTER FLOUNDER
MITIGATION
AREA PLAN

DEPTH MAP

Date: 05/14/13

Scale: 1"=100'-0"

Drawn By: KR

Check By: PP

Project: NEW_BEDFORD_MCT

Sheet Number: 1 of 1

Doc No. **P-5.1**